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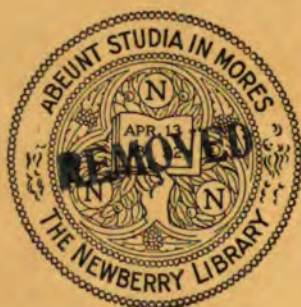
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St. Louis, Merchants' Exchange

ANNUAL STATEMENT
OF THE
TRADE AND COMMERCE
OF ST. LOUIS,
FOR THE YEAR 1911
REPORTED TO THE



MERCHANTS' EXCHANGE
OF ST. LOUIS.

BY

EUGENE SMITH, SECRETARY

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ANNUAL STATEMENT
OF THE
Trade and Commerce
OF
SAINT LOUIS,
FOR THE YEAR 1913,

REPORTED TO THE
Merchants' Exchange of St. Lou

BY
EUGENE SMITH, SECRETARY.



ST. LOUIS, MO.
PRESS OF R. P. STUDLEY & Co.
1914.

H7083.77

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

| Year. | President. | Vice-Presidents. | |
|-------|----------------------|----------------------|----------------------|
| 1862 | Henry J. Moore. | C. S. Greeley. | A. W. Fagin. |
| 1863 | George Partridge. | C. S. Greeley. | A. W. Fagin. |
| 1864 | Thomas Richeson. | Barton Able. | C. L. Tucker |
| 1865 | Barton Able. | E. O. Stanard. | H. A. Homey |
| 1866 | E. O. Stanard. | Alex. H. Smith. | D. G. Taylor |
| 1867 | C. L. Tucker. | Edgar Ames. | D. G. Taylor |
| 1868 | John J. Roe. | Geo. P. Plant. | H. A. Home |
| 1869 | Geo. P. Plant. | H. A. Homeyer. | Nathan Co' |
| 1870 | Wm. J. Lewis. | G. G. Waggaman. | H. C. Yaeger. |
| 1871 | Gerard B. Allen. | R. P. Tansey. | Geo. Bain. |
| 1872 | R. P. Tansey. | Wm. H. Scudder. | C. H. Teichmann. |
| 1873 | Wm. H. Scudder. | S. M. Edgell. | Web M. Samuel. |
| 1874 | Web M. Samuel. | L. L. Ashbrook. | John F. Tolle. |
| 1875 | D. P. Rowland. | John P. Meyer. | Wm. M. Senter. |
| 1876 | Nathan Cole. | John Wahl. | F. B. Davidson. |
| 1877 | John A. Scudder. | N. Schaeffer. | Geo. Bain. |
| 1878 | Geo. Bain. | H. C. Haarstick. | Craig Alexander. |
| 1879 | John Wahl. | Michael McEnnis. | W. J. Lemp. |
| 1880 | Alex. H. Smith. | Chas. E. Slayback. | J. C. Ewald. |
| 1881 | Michael McEnnis. | John Jackson. | A. T. Harlow. |
| 1882 | Chas. E. Slayback. | Chas. F. Orthwein. | Frank Gaiennie. |
| 1883 | J. C. Ewald. | D. R. Francis. | D. P. Grier. |
| 1884 | D. R. Francis. | John P. Keiser. | C. W. Barstow. |
| 1885 | Henry C. Haarstick. | S. W. Cobb. | D. P. Slattery. |
| 1886 | S. W. Cobb. | Chas. H. Teichmann. | J. Will Boyd. |
| 1887 | Frank Gaiennie. | Louis Fusz. | Thomas Booth. |
| 1888 | Chas. F. Orthwein. | J. H. Teasdale. | Chas. A. Cox. |
| 1889 | Chas. A. Cox. | Hugh Rogers. | Alex. Euston. |
| 1890 | John W. Kauffman. | Marcus Bernheimer. | G. M. Flanigan. |
| 1891 | Marcus Bernheimer. | Geo. H. Plant. | S. R. Francis. |
| 1892 | Isaac M. Mason. | Wm. T. Anderson. | Wallace Delafield. |
| 1893 | W. T. Anderson. | Roger P. Annan. | L. C. Doggett. |
| 1894 | { A. T. Harlow. | { Wm. G. Boyd. | { E. A. Pomeroy. |
| 1895 | Wm. G. Boyd. | Geo. H. Small. | Geo. D. Barnard. |
| 1896 | Thos. Booth. | C. Marquard Forster. | Clark H. Sampson. |
| 1897 | C. H. Spencer. | Amedee B. Cole. | Wm. P. Kennett. |
| 1898 | H. F. Langenberg. | Chris. Sharp. | Oscar L. Whitelaw. |
| 1899 | Chris. Sharp. | Henry H. Wernse. | Daniel E. Smith. |
| 1900 | Wm. P. Kennett. | Oscar L. Whitelaw. | Frank E. Kauffman. |
| 1901 | Oscar L. Whitelaw. | Wm. T. Haarstick. | T. R. Ballard. |
| 1902 | Wm. T. Haarstick. | Geo. J. Tansey. | Wm. A. Gardner. |
| 1903 | Geo. J. Tansey. | T. R. Ballard. | Charles H. Huttig. |
| 1904 | T. R. Ballard. | Wm. A. Gardner. | M. G. Richmond. |
| 1905 | H. H. Wernse. | Otto L. Teichmann. | John E. Geraghty. |
| 1906 | Otto L. Teichmann. | Manley G. Richmond. | Edward Devoy. |
| 1907 | Manley G. Richmond. | William H. Danforth. | Edward E. Scharff. |
| 1908 | George H. Plant. | Edward Devoy. | Manning W. Cochrane. |
| 1909 | Edward Devoy. | Edward E. Scharff. | Nat. L. Moffitt. |
| 1910 | Edward E. Scharff. | Manning W. Cochrane. | C. Bernet. |
| 1911 | Manning W. Cochrane. | Nat. L. Moffitt. | John L. Messmore. |
| 1912 | James W. Garneau. | C. Bernet. | Marshall Hall. |
| 1913 | Christian Bernet. | John L. Messmore. | Roger P. Annan, Jr. |
| 1914 | John L. Messmore. | Marshall Hall. | Geo. C. Martin, Jr. |
| | Marshall Hall. | Roger P. Annan, Jr. | |

Secretary and Treasurer.

| | | | | | | |
|-----------|---|---|---|---|---|------------------|
| 1862 | - | - | - | - | - | Clinton B Fisk. |
| 1863-64 | - | - | - | - | - | J. H. Alexander. |
| 1865-1911 | - | - | - | - | - | Geo. H. Morgan. |
| 1912-1914 | - | - | - | - | - | Eugene Smith. |

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MERCHANTS' EXCHANGE OF ST. LOUIS.
OFFICERS FOR THE YEAR 1914.

PRESIDENT.

MARSHALL HALL.

FIRST VICE-PRESIDENT, ROGER P. ANNAN, JR.

CH- PRESIDENT, GEORGE C. MARTIN, JR.

DIRECTORS.

1914-1915.

**ERNET,
NIEMEIER,
W. H. TOBERMAN,
CARY H. BACON,
CLAUDE A. MORTON,**

**JOHN L. MESSMORE,
L. RAY CARTER,
BEN. S. LANG,
GEORGE HARSH,
HARRY E. HALLIDAY.**

EUGENE SMITH, SECRETARY AND TREASURER.

PERCY WERNER, ATTORNEY.

COMMITTEE OF APPEALS.

**ROBERT W. POMMER,
JOHN H. LOUDERMAN,
C. J. KEHOE,
K. B. HANNIGAN,
CHRIST. H. HILKE,
ROBERT F. GREVE,**

**FERD. P. MEYER.
ARTHUR T. LEONHARDT,
ROBERT C. NAPIER,
HERBERT N. MANNING,
GEORGE LANG,
WM. C. MCCOY.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**JAMES M. GETTYS,
BEN. P. CORNELI,
ELBERT HODGKINS,
FRED. W. LANGENBERG,
ROBERT J. BERGMANN,**

SECOND SIX MONTHS.

**LOUIS A. VALIER,
A. C. BERNET,
ALFRED C. CARR,
J. PAUL BERGER,
C. F. BEARDSLEY.**

REAL ESTATE.

MARSHALL HALL, Chairman.

**ROGER P. ANNAN, JR.,
GEO. C. MARTIN, JR.,**

**JOHN L. MESSMORE,
CHRISTIAN BERNET.**

HONORARY MEMBERSHIP.

H. F. LANGENBERG, Chairman.

**CHAS. A. COX,
HENRY C. HAARSTICK,
ALEXANDER H. SMITH,**

**GEORGE J. TANSBY,
OTTO L. TEICHMANN,
OSCAR L. WHITELAW.**

FINANCE.

JOHN L. MESSMORE, Chairman.

CHRISTIAN BERNET, Vice-Chairman.

JAMES W. GARNEAU,

MANLEY G. RICHMOND,

WM. M. LOUDERMAN.

MEMBERSHIP.

CHARLES L. NIEMEIER, Chairman.

HARRY E. HALLIDAY,

BEN. S. LANG.

COMMITTEES AND INSPECTORS FOR 1914.

TRAFFIC BUREAU.

Board of Managers.

CLAUDE A. MORTON, Chairman.

| | | |
|---------------------------------|-----------------------------|----------------------|
| LOUIS A. VALIER, Vice-Chairman. | CHAS. RIPPIN, Commissioner. | |
| EDWARD C. ANDREWS, | MAXWELL KENNEDY, | JOHN O. BALLARD, |
| CHAS. F. BEARDSLEY, | A. E. BERNET, | FRED. W. LANGENBERG, |
| HARRY E. HALLIDAY, | THOS. K. MARTIN, | GEO. F. POWELL, |
| ADERTON SAMUEL, | E. T. HETZEL, | FRED. L. WALLACE. |

DEPARTMENT OF WEIGHTS.

R. P. ANNAN, Jr., Chairman.

| | | |
|-------------------------------------|-------------------------|---------------------|
| GEO. C. MARTIN, Jr., Vice-Chairman. | JOHN DOWER, Supervisor. | |
| W. J. EDWARDS, | CHRIS. HILKE, | ERICH PICKER, |
| ADERTON SAMUEL, | ROBERT C. VALIER, | HERMAN A. VON RUMP. |

COMPLAINTS.

CARY H. BACON, Chairman.

| | | |
|----------------------|----------------|-------------------|
| WILBUR B. CHRISTIAN, | BERT H. LANG, | ALBERT J. ROGERS, |
| | W. E. STEWART. | |

RULES.

HARRY E. HALLIDAY, Chairman.

| | | |
|------------------|--------------------|-------------------|
| JAMES M. GETTYS, | THOS. K. MARTIN, | CLAUDE A. MORTON, |
| | THOS. B. TEASDALE. | |

CONTRACTS FOR FUTURE DELIVERY.

BEN. S. LANG, Chairman.

| | | |
|---------------|----------------|------------------|
| M. J. CONNOR, | HARRY W. DAUB, | NAT. L. MOFFITT, |
| | W. C. SEELE. | |

SPECIAL COMMITTEE OF APPEALS.

FRED. W. SEELE, Chairman.

| | | |
|-------------------|-------------------|------------------|
| O. L. CARTER. | ED. F. CATLIN, | TRAVE ELMORE, |
| THOS. H. FRANCIS, | ROBERT C. VALIER, | S. A. WHITEHEAD. |

MARKET REPORTS.

GEORGE HARSH, Chairman.

| | | |
|-----------------|------------------|------------------|
| J. PAUL BERGER, | JOHN LOUDERMAN, | NAT. L. MOFFITT, |
| | JACOB SCHREINER. | |

GRAIN.

CHAS. F. BEARDSLEY, Chairman.

| | | |
|---------------|----------------|------------------|
| P. W. HARSH, | WM. T. HILL, | ELBERT HODGKINS, |
| SAMUEL PLANT, | GILBERT SEARS, | JOHN L. WRIGHT. |

BARLEY.

FRED. C. ORTHWEIN, Chairman.

| | | |
|--------------------|--------------|--------------|
| F. W. FEUERBACHER, | HENRY GREVE, | WM. J. LEMP. |
|--------------------|--------------|--------------|

FLOUR INSPECTION.

JOHN C. FISHER, Chairman.

VICTOR ALBRECHT, Vice-Chairman.

| | | |
|-------------------|---------------------|-------------------|
| CHRISTIAN BERNET, | HENRY BURG, | FRED. HATTERSLEY, |
| | ROBT. H. LEONHARDT. | |

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

J. J. P. LANGTON, Chairman.

| | | |
|-----------------------|-------------------|-------------|
| GUSTAV BISCHOFF, Jr., | THOS. B. GETTYS, | FRED. KREY, |
| | J. C. C. WALDECK. | |

COMMITTEES AND INSPECTORS, 1914—Continued.

PROVISION INSPECTOR.

J. G. HINOHMAN.

SEEDS AND CASTOR BEANS.

BEN. P. CORNELL, Chairman.

FRED. S. PLANT,

ROBT. W. POMMER, CHAS. E. PRUNTY,
HENRY C. SCHULTZ.

SEED AND CASTOR BEAN INSPECTOR.

W. F. CHAMBERLAIN.

MAY.

WALTER H. TOBERMAN, Chairman. D. W. CLIFTON, Secretary.
HENRY W. MAOK. O. H. MEYER, DAN. S. MULLALLY.

THE COMMITTEE ARE INSPECTORS OF MAY AT ST. LOUIS AND EAST ST.
LOUIS AND PLACES CONTIGUOUS THERETO.

PRODUCE.

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F. G. HAUEISEN.

LOUIS A. JASPER, P. M. KIELY.

FLOOR.

EDWARD M. FLESH, Chairman.

H. B. LOUDERMAN, Sr., Vice Chairman.

WM. P. CONNOR.

HARRY W. DAUB, EUGENE C. DREYER,
TURNER B. MORTON, PARKER SAUNDERS, C. L. WRIGHT.

POSTAL AFFAIRS.

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F. B. CHAMBERLAIN,

EDWARD DEVOY, K. B. HANNIGAN,
J. J. P. LANGTON.

LEGISLATIVE.

L. RAY CARTER, Chairman.

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W. H. DANFORTH, CHAS. ESPENSCHIED,
JOS. W. STEELE.

INSURANCE.

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JOHN R. GOODALL, HARRY E. PAPIN,
NICHOLAS R. WALL.

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EDWARD M. FLESH, Vice Chairman.

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HUGH FERGUSON,

J. D. GOLDMAN,

H. F. LANGENBERG.

B. F. PHILLIPS,

W. K. STANARD,

CHARLES A. COX,

D. R. FRANCIS,

WALKER HILL,

JOHN L. MESSMORE,

CHARLES P. SENTER,

THOS. B. TEASDALE,

E. L. WAGGONER.

WM. H. DANFORTH,

FRANK GAIENNIE,

FRANK E. KAUFFMAN,

FRED. C. ORTHWEIN,

MANLEY G. RICHMOND.

O. L. TEICHMANN,

MISSISSIPPI RIVER.

JOHN L. MESSMORE, Chairman.

JAS. P. BURDEAU,

JOHN E. MASSENGALE, JACOB SCHREINER,
ALEX. H. SMITH.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1913.

PRESIDENT.

JOHN L. MESSMORE.

FIRST VICE-PRESIDENT,

MARSHALL HALL.

SECOND VICE-PRESIDENT,

ROGER P. ANNAN, JR.

DIRECTORS.

1912.

JAMES W. GARNEAU,

JACOB SCHREINER,

E. J. PAULE,

E. D. TILTON,

SAM. D. CAPEN,

1913-1914.

CHRISTIAN BERNET,

CHARLES L. NIEMEIER,

W. H. TOBERMAN,

CARY H. BACON,

CLAUDE A. MORTON.

EUGENE SMITH, SECRETARY AND TREASURER.

PERCY WERNER, ATTORNEY.

COMMITTEE OF APPEALS.

THOMAS K. MARTIN,

FREDERICK DEIBEL,

ERICH PICKER,

JAMES A. CONNOR,

FRED. W. SEELE,

LUDWIG HESSE,

W. E. SMITH,

MAXWELL KENNEDY,

R. H. LEONHARDT,

GILBERT SEARS,

JOHN O. BALLARD,

HUGH FERGUSON.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

OTTO J. SCHULZ,

ADOLPH CORNELL,

H. E. PAPIN,

FRED. A. SIEVING,

E. L. WAGGONER,

SECOND SIX MONTHS.

B. J. MCSORLEY,

FRED. HATTERSLEY,

LOUIS F. SCHULTZ,

THOS. B. GETTYS,

R. J. PENDLETON.

REAL ESTATE COMMITTEE.

JOHN L. MESSMORE, Chairman.

MARSHALL HALL,

CHRISTIAN BERNET,

ROGER P. ANNAN, JR.,

JAMES W. GARNEAU.

HONORARY MEMBERSHIP COMMITTEE.

H. F. LANGENBERG, Chairman.

OTTO L. TEICHMANN,

CHARLES A. COX,

GEORGE J. TANSEY,

OSCAR L. WHITELAW,

ALEXANDER H. SMITH,

HENRY C. HAARSTICK.

FINANCE COMMITTEE.

CHRISTIAN BERNET, Chairman.

JAMES W. GARNEAU, Vice-Chairman.

FRED. C. ORTHWEIN,

MANLEY G. RICHMOND

GEORGE H. BACKER.

MEMBERSHIP COMMITTEE.

CHARLES L. NIEMEIER, Chairman.

CHARLES F. BEARDSLEY,

NAT. L. MOFFITT,

F. B. CHAMBERLAIN.

COMMITTEES AND INSPECTORS FOR 1913.

TRAFFIC BUREAU.

Board of Managers.

MARSHALL HALL, Chairman.

| | | |
|----------------------------------|-----------------------------|--------------------|
| CLAUDE A. MORTON, Vice-Chairman. | CHAS. RIPPIN, Commissioner. | |
| CHAS. F. BEARDSLEY, | GEORGE F. POWELL, | MAXWELL KENNEDY, |
| THOMAS K. MARTIN, | GEORGE HARSH, | EDWARD C. ANDREWS, |
| JOHN O. BALLARD, | CHARLES F. SPARKS, | C. H. LANGENBERG, |
| P. M. HANSON, | A. E. BERNET, | ADERTON SAMUEL. |

DEPARTMENT OF WEIGHTS.

R. P. ANNAN, Jr., Chairman.

| | | |
|----------------------------------|-------------------------|-----------------|
| HENRY C. SCHULTZ, Vice-Chairman. | JOHN DOWER, Supervisor. | |
| GEORGE C. MARTIN, Jr., | CHRIS. HILKE, | E. L. WAGGONER, |
| HERMAN A. VON RUMP, | ERICH PICKER, | W. J. EDWARDS. |

COMPLAINTS.

OARY H. BACON, Chairman.

WILBUB B. CHRISTIAN, Vice-Chairman.

BENJAMIN P. CORNELL, ALBERT J. ROGERS, FRED W. SEELE.

RULES.

CLAUDE A. MORTON, Chairman.

| | | |
|--------------------|------------------|------------------|
| THOS. B. TEASDALE, | E. L. WAGGONER, | R. J. PENDLETON. |
| | JAMES M. GETTYS. | |

CONTRACTS FOR FUTURE DELIVERY.

NAT. L. MOFFITT, Chairman.

BENJAMIN S. LANG, Vice-Chairman.

T. F. PETRI, HARRY W. DAUB, O. L. CARTER,

SPECIAL APPEALS.

HENRY G. CRAFT, Chairman.

| | | |
|-------------------|--------------------|-------------------|
| VINCENT M. JONES, | THOS. H. FRANCOIS, | ROBERT VALIER, |
| E. W. LANSING, | ED. F. OATLIN. | SAM A. WHITEHEAD. |

MARKET REPORTS.

JACOB SCHREINER, Chairman.

NAT. L. MOFFITT, Vice-Chairman.

| | | |
|------------------|-------------------|-------------------|
| JAMES A. CONNOR, | GEORGE F. POWELL, | JAMES D. PARBOTT, |
| JAMES M. GETTYS, | JAS. M. FULLER, | WILLIAM T. HILL. |

GRAIN.

ROGER P. ANNAN, Sr., Chairman.

JOHN L. WRIGHT, Vice-Chairman.

| | | |
|------------------|------------------|--------------------|
| GILBERT SEARS, | J. S. MCCLELLAN, | SAMUEL PLANT, |
| ELBERT HODGKINS, | MARTIN MULLALLY, | EDWARD C. ANDREWS. |

BARLEY.

OTTO L. TEICHMANN, Chairman.

FRED O. ORTHWEIN, Vice-Chairman.

F. W. FEUERBACHER, AUGUST A. BUSCH, EDWIN A. LEMP,

FLOUR INSPECTION.

JOHN C. FISCHER, Chairman.

VICTOR ALBRECHT, Secretary.

| | | |
|-------------|-------------------|------------------|
| HENRY BURG, | R. H. LOENHARDT, | FRED HATTERSLEY, |
| | J. C. BROCKMEIER. | |

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

J. J. P. LANGTON, Chairman.

| | | |
|------------------|----------------------|------------------|
| THOS. B. GETTYS, | J. H. LOUDERMAN, | HENRY SARTORIUS, |
| | GUSTAVE BISCHOFF, Jr | |

COMMITTEES AND INSPECTORS FOR 1913—Continued.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

CHARLES F. BEARDSLEY, Chairman.

BENJAMIN P. CORNELI, F. S. PLANT, CHARLES E. PRUNTY,
ROBERT W. POMMER.

SEED AND CASTOR BEAN INSPECTOR.

W. F. CHAMBERLAIN.

HAY.

WALTER H. TOBERMAN, Chairman.

D. W. CLIFTON, Vice-Chairman and Secretary.

HENRY W. MACK, CHRIS. HILKE, JOHN J. SCHULTE,
DANIEL S. MULLALLY, LOUIS P. DEIBEL, V. C. TICE,
JOHN D. MULLALLY, H. A. JOHNS, EDW. H. DEFFAA.

The Committee are Inspectors of Hay at St. Louis and East St. Louis and places contiguous thereto.

PRODUCE.

MANLEY G. RICHMOND, Chairman.

R. HARTMANN, F. G. HAUSEISEN, LOUIS A. JASPER.

FLOOR.

EDWARD M. FLESH, Chairman. H. H. LANGENBERG, Vice-Chairman.
EUGENE C. DREYER, TURNER MORTON, HARRY W. DAUB.
C. L. WRIGHT, PARKER SAUNDERS, H. B. LOUDERMAN, Jr.,
E. J. PAULE, W. P. CONNOR.

POSTAL AFFAIRS.

FRED. B. CHAMBERLAIN, Chairman.

J. C. BROCKMEIER, A. G. AUFDERHEIDE, RALPH J. PENDLETON,
C. J. HANEBRINK, JAMES W. GARNEAU, SAMUEL S. PINGREE,
J. J. P. LANGTON.

LEGISLATIVE.

SAM. D. CAPEN, Chairman. E. J. PAULE, Vice-Chairman.
JOSEPH W. STEELE, EDWARD DEVOY, CARY H. BACON,
CHAS. ESPENSCHIED, WM. H. DANFORTH,
PARKER H. LITCHFIELD.

INSURANCE.

NICHOLAS R. WALL, Chairman. SAM. D. CAPEN, Vice-Chairman.
ALFRED C. CABR, LOUIS A. ENGEL, WALLACE DELAFIELD,
F. C. BONSAK.

RECEPTION AND ENTERTAINMENT.

E. D. TILTON, Chairman. EDWARD M. FLESH, Vice-Chairman.
FRANK GAIENNIE, CHARLES A. COX, H. F. LANGENBERG,
AMEDEE B. COLE, A. P. RICHARDSON, MANLEY G. RICHMOND
MURRAY CARLETON, W. K. STANARD, CHARLES P. SENTER,
THOS. B. TEASDALE, OTTO L. TEICHMAN, WALKER HILL,
FRED. C. ORTHWEIN, BENJ. ALTHEIMER, HUGH FERGUSON,
FRANK E. KAUFFMAN, J. D. GOLDMAN, P. P. CONNOR,
WM. H. DANFORTH.

MISSISSIPPI RIVER.

JOHN L. MESSMORE, Chairman.

MICHAEL McENNIS, JAMES P. BURDEAU, JOHN E. MASSENGALE,
ALEXANDER H. SMITH, K. B. HANNIGAN.

EGGS.

R. HARTMANN, Chairman.

GEORGE H. BROEDER, WILLIAM BRAY, FRED. C. PAPENDICK,
F. W. HOFMANN.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, JANUARY 6TH, 1914.

To the Members of the Merchants' Exchange:

GENTLEMEN: The rules of the Exchange provide, that, at the close of each year, the retiring Board shall prepare for your consideration a report of their work during the past twelve months, together with a detailed statement of the financial condition of the Exchange, showing the receipts and expenditures, and likewise, to advise you of the amount of dues to be assessed against each member for the forthcoming twelve months, and the amount to be paid as transfer fee.

As your presiding officer during the year 1913, it therefore has been my duty to prepare for you a resume of the work of the Board, and to acquaint you with the financial condition of your organization, to be turned over to the incoming officers and directors, whom you will elect at the annual election, on January 7th.

There is also submitted for your consideration, a report at length of the policies and accomplishments of the Department of Weights and Traffic Bureau. In handling the affairs of the Exchange, during our stewardship, we have followed the policy as laid down by our predecessors, of providing every need and facility to enable our members to keep abreast of the times, and to compete with other markets, but at the same time have guarded against wasteful and needless expenditures.

From the detailed statement given by the Secretary, it will be noted that the year 1913 has been a most propitious one, not only for the Exchange and its realty interests, but likewise for the Department of Weights, which, you will discern by the revenues and expenditures, for the first time since its establishment, some twelve years ago, has been self-sustaining. The total receipts from all sources have not only been sufficient to meet all disbursements, but have been such as to create an additional surplus to that on hand at the beginning of the year, leaving a balance on hand with which to start the new year, amounting to \$44,416.48, of which amount, \$14,378.29 is to the credit of the Current Account, and \$30,038.19 to the credit of the Real Estate Account.

In a review of the general business transactions of the Exchange for the year, which will be given later by the Secretary in the Annual Statement of Trade and Commerce for the City of St. Louis, it will be seen that your members have had, taking it all in all, a most satisfactory year. St. Louis has continued to maintain its position as one of the

great primary grain centers. Its business for domestic account has not only been good, but its exports of grain to Foreign Markets have been the largest in recent years.

ASSESSMENT.

The Board of Directors, at a meeting held on December 30th, after fully discussing the expenditures to be met by the Exchange during the forthcoming year, fixed on the assessment to be paid by each member for the year 1914 at \$40.00, a reduction of \$10.00 from the previous four years. It was decided, however, that no change be made in the transfer fee from the previous two years, and it was therefore placed at Twenty-five Dollars.

MEMBERSHIP.

The membership of the Exchange is decreasing year by year, either by the redemption of deceased memberships or by forfeiture for the non-payment of dues. During the year past, the Exchange redeemed the certificates of twenty-two deceased members; two were expelled for infractions of the Rules, and thirteen were forfeited for failure to pay their dues, and one surrendered and cancelled, the member being placed on the Honorary List, a total of thirty-eight; leaving a membership of 1176 in good standing with which to begin the year 1914.

REAL ESTATE.

In handling the real estate interests of the Exchange the past year, your Committee has at all times been mindful of the best interests of the Exchange, but has given attention to the requirements of the tenants, and many needed repairs, renovations, and improvements, looking to the comfort and conveniences of the members, have been made, the most important, during the year, being that of re-surfacing the wooden floor on the fifth, fourth, third and first floors, at a cost of more than \$3,600. The entire building, throughout the year, has been tenanted with the exception of one desirable room. We are also pleased to state, that the new year begins under the most favorable condition, there being to the credit of the Real Estate Account a balance on hand of \$30,038 19.

DEPARTMENT OF WEIGHTS.

Your attention is especially called to the statement of the Department of Weights for the past year, which follows in another part of the Report. Not only has the work of the Bureau been fully up to the standard established in former years, but the system of supervising, and the fees charged, have been so changed, that instead of closing the year with a deficit, as has been the case for the past twelve years since the establishment of the Department, the revenues of the past twelve months have not only been such as to meet the expenditures, but left a balance of \$396.05. We wish to call particular attention to the fact, that the Department not only supervises the weighing of grain arriving at St. Louis and East

St. Louis for the market, but provides watchman service and car inspection, that is of inestimable value to our members.

TRAFFIC BUREAU.

The work of the Traffic Bureau is again to be commended for your consideration. Under the direction of a competent and painstaking Commissioner, the office has at all times been at your service in providing information as to rates, tariffs and rulings of the Interstate Commerce Commission. The interests of the receiver and the shipper alike have been watched throughout the year. Whenever it has been thought necessary, the Commissioner has been sent to meetings and conferences, and many changes have been brought about which have benefitted this market. A more detailed report of the Bureau by the Chairman of the Board of Managers, follows.

TELEGRAPH.

One of the chief items of expense is that of telegraphic reports, but your Board of Directors regard same as one of the essentials in the successful conduct of the market, whereby our members may at all times be cognizant of the prevailing conditions elsewhere, and to be in position to compete for business. Your Market Committee has given close attention to all requests for such service, and has spared no expense in procuring the best and most satisfactory reports of both foreign and domestic markets. The total expenditures under this head will be found somewhat below that of the previous year.

CONFERENCES.

That the Exchange be in possession at all times of information effecting its interests and members, and to maintain its standing both at home and abroad, we have sent representatives to represent our interests to those conventions and gatherings, when the commercial concern of the organization, the City of St. Louis, and the country at large, demanded. The most important conferences and conventions to which our Exchange has sent delegates, were the following:

- Council of Grain Exchanges.
- Illinois State Farmers' Meeting.
- National Hay Convention.
- Western Grain Dealers' Association.
- National Drainage Congress.
- Oklahoma Grain Dealers' and Millers' Association.
- North American Export Grain Association.
- Upper Mississippi River Improvement Association.
- Grain Dealers' National Association.
- Department of Agriculture Conference regarding Tentative Corn Grades.
- Uniform Bills of Lading for Interstate Commerce.
- Chamber of Commerce of the United States.
- Illinois Grain Dealers' Association.
- National Rivers and Harbors Congress.

ASSISTANCE.

Whenever called upon, the Merchants' Exchange has responded promptly and liberally, to aid suffering and afflicted, either at home or elsewhere. In March, succor was asked for the storm and flood-stricken people of Nebraska, Ohio and Indiana, and a fund of more than \$5,000 was raised amongst our members and sent direct to those in charge of the relief work. Assistance was also given the flood-stricken people of Texas, who suffered from the overflows along the Brazos River in December.

RULES AND REGULATIONS.

Looking to the best interests of the Exchange, your Board has at all times considered the Rules and Regulations, and in consequence, a number of revisions and amendments, with your approving vote, have been made.

IN MEMORIAM.

In the records of your organization during the past year, you will find that the Board has again been called upon to record the loss by death of a number of our members, twenty-six all told in 1913, one of whom was a former President, John A. Scudder, who served as your Executive Officer in 1877. To their memory a page of the records was set aside, and an expression of regret and condolence sent to the bereaved family.

LEGISLATION.

Whenever called upon, or whenever the occasion demanded, your Board, ever mindful of the best interest of the Exchange or its members, has given attention to legislative matters, either of local or national importance. Resolutions have been adopted and sent to our Senators and Representatives in Congress, or delegates have been appointed at the direction of the Board, whenever it was thought advisable. Some of the principal matters to which our attention has been directed:

Protesting against the proposed increase in fire insurance rates.

Your Board joined with other organizations in an endeavor to adjust legislation pertaining to fire insurance rates.

Resolutions were endorsed and sent to our Senators and Representatives in Congress, protesting against any reduction in the tariff on Sugar.

Your Board endorsed resolutions favoring a permanent National Tariff Commission.

Your Board approved the resolutions adopted by the Chamber of Commerce of the United States pertaining to that part of the Sundry Civil Bill which will prevent the use of any part of the appropriation for the enforcement of the anti-trust law for the prosecution of labor or agricultural combinations.

Resolutions were passed endorsing the Pomerene Senate Bill regulating Bills of Lading in Interstate Commerce.

Recommendations of the National Civil Service Reform League, urging Senate Committee on Finance to enforce Civil Service Law in the employment of Collectors and others in the enforcement of the Income Tax Law, were approved by the Board.

The Report of the Standing Committee on Currency and Banking of the Chamber of Commerce of the United States, relative to the Owens-Glass Currency Bill, was approved, and the vote of the Exchange cast in favor of same.

ACKNOWLEDGEMENT.

Before concluding the Report, your Board wishes to make acknowledgment to the membership at large for its hearty co-operation and support in all matters pertaining to the general welfare of the Exchange, and likewise to express its high appreciation and thanks to those of the members who have served on Committees, and particularly call attention to the Traffic Bureau, Weighing Department, Membership Committee, Complaints Committee, Rules Committee, and Market Reports Committee, on whom the bulk of the work has fallen. At all times it has been the aim of your Board to give attention to all matters placed before us. Your Secretary and his assistants have been painstaking and faithful in the discharge of their respective duties. In retiring, we wish to thank you for the honor conferred.

Respectfully submitted,

THE BOARD OF DIRECTORS,

By JOHN L. MESSMORE,

President.

The Exchange was closed on the following days during 1913:

January 1st—New Year's day.
February 12th—Lincoln's birthday.
February 22nd—Washington's birthday.
March 21st—Good Friday.
April 1st—Election day.
May 30th—Memorial day.
July 4th—Independence day.
July 5th—Account of Independence day.
September 1st—Labor day.
October 13th—Columbus day.
November 27th—Thanksgiving day.
December 25th—Christmas day.

TRAFFIC BUREAU.

TRAFFIC BUREAU,

ST. LOUIS, December 23rd, 1913.

To the President and Board of Directors of the Merchants Exchange:

GENTLEMEN: Herewith find detailed report from the Commissioner of the Traffic Bureau for 1913.

So far as general adjustment of rates relatively between Saint Louis and competing markets is concerned, there has been no change to our disadvantage during this year.

The increased rates published by the carriers early in the year from Illinois points to Saint Louis and other markets, were contested by an association of all markets other than Chicago, on the ground that the increase was so proposed as to favor Chicago unduly. This matter is now awaiting final decision of the Interstate Commerce Commission, which will undoubtedly be rendered in the near future.

ELEVATION ALLOWANCES.

For many years this market suffered from discrimination of the carriers in making allowance for cost of elevation to shippers at competing markets, such as Peoria, Omaha, Kansas City and the like, on business to Mississippi Valley destinations, including export via the Gulf.

This grievance was removed by the establishment, effective March 1st, on the part of the Iron Mountain, followed by the Frisco, of same allowance at Saint Louis to that territory as made at other competing markets mentioned. The other Mississippi Valley lines subsequently established tariffs meeting this action.

On November 25th, the Illinois Central and Louisville & Nashville undertook to cancel elevation that had been in effect on shipments for Evansville, Indiana. The Southern had first taken this action, effective September 22d. As there was no reason why this allowance should be discontinued here, and continued at such other places as Chicago and Peoria, this Exchange protested to the Interstate Commerce Commission, and had the tariffs suspended pending a hearing as to the merits of the same.

During this year, the rate of elevation, which heretofore varied, was uniformly made one-fourth cent per bushel all over the country where the railroad paid the cost of same.

ADVANCE IN GRAIN RATES.

Coincident with the advance in grain rates from Illinois points to Saint Louis, it was proposed to advance all the rates on mixed live stock

and poultry feeds from Saint Louis and East St. Louis to Central Freight Association Territory. The Traffic Department protested this advance, and this matter is likewise awaiting decision by the Commission, but the developments have been such that we do not feel it likely that this discrimination will be put upon us. Carriers proposed to increase the Saint Louis rates and let the Chicago-Peoria rate stand at the old figures.

Through rates from Kansas City on wheat and flour to Illinois destinations east of East Saint Louis, were cancelled by the carriers early in the year. The effect of this was to withdraw the Kansas City-Saint Louis rate to country stations as far as forty miles east of Saint Louis.

This Exchange appeared by its representative, at the hearing to protest against a continuation of the application of the Saint Louis rate to stations in Illinois east of East Saint Louis. This matter was decided by the Commission in accordance with the contention of the Exchange, and the carriers who were in dispute amongst themselves, were given time to adjust their differences on the basis of breaking rates at Saint Louis, but being unable to agree, the Commission finally ordered them to continue the old rates in effect for a statutory time of two years.

OKLAHOMA GRAIN RATES.

Oklahoma grain rates, which, prior to 1908, were about on a level to Memphis and Saint Louis, were disturbed in that year by a reduction of 4 cents to Memphis, since which time this Exchange has made persistent efforts to bring about an equalization.

Carriers proposed to make a partial equalization by restoring the wheat rates to Memphis in part. These rates were suspended by the Commission, and the whole matter is now before the Interstate Commerce Commission, to determine whether or not the carriers may bring about an equalization by restoring the Memphis rates, which were reduced in 1908.

ADJUSTMENT OF EXPRESS RATES.

Express rates from Saint Louis to Texas points were adjusted to 550 stations on certain commodities, which put Saint Louis on a better competitive basis with shipping points in the Southwest handling the same commodities. This matter had been under negotiation for a long time.

TRANSIT PRIVILEGES.

Interstate Commerce Commission having received vigorous complaints from the milling interests west of the Mississippi River in about the middle of the year, rescinded the rule concerning the observance of the so-called Color Scheme in transit operations.

Following this action, the western lines established rules permitting substitution of different grades of the same kind of grain, both in reshipping of grain and in milling of the same. The same practice is in effect at Chicago and Peoria at the present time.

This market has constantly stood out for a strict observance of transit rules during all this period, and regretted the change in the situation, but was obliged to have the same rules established at Saint Louis and East Saint Louis as at points west, for the reason, that a large part of the supplies of grain and products are drawn from the Western territory, and shipped out in competition with such western territory.

MISSOURI STATE RATES.

In 1907, the Legislature in the State of Missouri, prescribed certain rates on heavy commodities, including grain and flour, which were the maximum that the railroads in the State of Missouri were to be allowed to charge. The scale for grain and flour was 5 cents for the first twenty-five miles, and one-half cent for each twenty-five miles thereafter.

The railroads contested these rates, and the case was in the courts until this summer, when the Supreme Court decided the railroads had failed to prove that the rates prescribed by the Missouri Legislature were confiscatory, and consequently they must be allowed to go into effect. On July 12th, the carriers established these rates for strictly Missouri hauls. The result is, that we have materially lower rates to St. Louis in many cases than East Saint Louis.

While this arrangement is a benefit to the Saint Louis operators, it hurts the people on the east side of the river. This Exchange protested to the Interstate Commerce Commission and the Missouri Commission against the discrimination created by those tariffs to the East Saint Louis dealer.

A test case has been made by the Kansas City Board of Trade, which will probably be decided soon by the Missouri Public Service Commission, to determine whether a receiver may ship Missouri grain (that has paid the Statute rate to Saint Louis) off track at Saint Louis as a new contract, to any interstate destination, without having the Missouri rate, that has been paid, raised to the Interstate basis. This decision, it is hoped, will clarify the situation considerably.

ABSORPTION OF MISSISSIPPI RIVER BRIDGE TOLL.

The Supreme Court of the United States has not yet made a final order as to the abolition of the bridge toll referred to in my last report to the Board of Directors. It is expected the final decree will be handed down in a short time.

At this moment, the bridge toll is involved in hearing before the Interstate Commerce Commission concerning coal rates from Illinois points to Saint Louis versus East St. Louis. From decisions made by the Commission during the year in other cases, it is confidently believed the bridge toll will be eliminated finally, and that this community will enjoy a single rate within the Saint Louis-East Saint Louis switching district.

SWITCHING ABSORPTIONS.

The case of the Chicago Board of Trade before the Illinois Railroad & Warehouse Commission, petitioning for an order to require the carriers to absorb switching on grain locally delivered in Chicago, originating at Illinois points, has been decided favorably to Chicago, and we are assured, that, when this absorption is put in effect at Chicago, it will likewise be done at East Saint Louis, which will remove a grievance of long standing.

Announcement was made, during this year, that the Clover Leaf had been added to those roads which absorbed East Saint Louis switching on grain from Illinois points. The lines which do not absorb are the Chicago & Alton, Illinois Central, and Wabash. These are the ones affected by the Chicago decision.

DEMURRAGE REGULATIONS.

The early part of this year, the Interstate Commerce Commission made a ruling prohibiting a public elevator from maintaining an Average Demurrage Agreement.

As a result of negotiations with the Commission by this Department, permission was secured to restore the agreement.

SHRINKAGE ALLOWANCE.

Matter of shrinkage allowance on grain claims being still unsettled, convention of all the grain interests in the country was called in Chicago, December 9th, to take final action so far as the markets were concerned. Resolutions were submitted to the carriers, which it is hoped will result in an early and final settlement of this vexatious matter.

TIME LIMITATION ON CLAIMS FOR LOSS, DAMAGE AND DELAY.

An important ruling was made by the Supreme Court of the United States, and announced to our members on September 18th, 1913, to the effect, that the four months' time limit for making claims for loss, damage or delay, as provided in the uniform bill of lading, was a valid provision, and could be relied upon by a common carrier as a defense.

No claims of this character will be honored hereafter when presented after four months from date of delivery. Members should, therefore, see that their claims are made within that time.

Respectfully submitted,

MARSHALL HALL,

Chairman, Board of Managers.

DEPARTMENT OF WEIGHTS.

DEPARTMENT OF WEIGHTS.

ST. LOUIS, December 23rd, 1913.

To the President and Board of Directors of the Merchants Exchange:

GENTLEMEN: Your Committee, representing the Department of Weights, in submitting its Annual Report, desires to say, preliminary thereto, that nothing of unusual importance pertaining to supervision of weighing, and which would merit special mention, has transpired during the year drawing to a close. We have endeavored, as in former years, to pursue the same policy towards the trade in our business dealings, and, as a result of our adherence to this line, it is gratifying to know the department has retained the confidence of the Exchange members, and likewise that of shippers to and from our market, to a greater degree than at any period of its existence.

There has been considerable expansion in our territory of supervision during the year, by the addition of several Feed Mills, and judging from the continued increase of this particular branch of our business, it would seem that our market is rapidly coming to the front in the manufacture of crushed and mixed feeds, as this line has developed very fast in recent years.

As our members are interested in the physical as well as the financial part of our work, it is proper, in a report of this nature, to call attention to those features that are closely related and have a direct bearing on weight supervision.

The grain-carrying equipment, an important factor in results attained, has been somewhat increased recently on the various lines entering here, by the addition of several thousand new cars. This increase, however, is insignificant, when the magnitude of the railway industry in its varied capacity is considered, and is still inadequate to meet the demands of the busy season. The general physical character of grain cars, with the exception of new cars just mentioned, has not improved, and it is safe to say there has been some retrogression in this respect, inasmuch as there is a certain amount of deterioration and natural decay in process, that will affect the wooden car, and which makes necessary frequent trips to the repair shop. To counteract this decline, there is apparent a desire on the part of the carriers, to place their rolling stock in more capable grain-carrying condition; this is manifested in their efforts to improve the cooping of cars, and provide material therefor at country points and terminals.

As a result of experience and observation in matters pertaining to supervision of weights, we are convinced that the function of weighing, when properly performed, is of prime importance, and is a large factor in the commercial welfare of our Exchange. When we speak of weighing, we embrace whatever is incidental, and has a bearing on results. We consider the installation of scales of first importance, and in order to be correct, and maintain permanent accuracy, the foundation should be given first consideration, and be built with a view of carrying a load largely in excess of what is indicated as scale capacity, and the scale pit should have good drainage at all times. We can not impress these features too strongly, as we have found scales showing considerable variance as a result of weak and faulty construction. In this connection, we would advise Mill and Elevator operators to personally look after this part of the installation, and not allow it to be slighted as a matter of economy, for experience teaches it does not pay. Modern scale building is far in advance of what it was twenty years ago, when timber was generally used for sills, and concrete construction was then almost unheard of for this purpose. The railroad track or wagon scale of the future should be built of steel and concrete, as no other material will endure and give correct results for more than a few years. This also applies substantially to scales when built in Mills and Elevators, and where wood is used in building construction, it will be necessary to carry scale timbers to bottom, and independent of bin structure, to get an unyielding foundation. A scale is like any other piece of machinery; in the first place, it should be given ample room, and not crowded, so that its hopper structure will not come in contact with framing timbers when loaded. It requires attention, even when installed on proper lines, and should always be kept clean in the loops and bearings, by removing any grain or dirt that lodges there.

In some quarters the impression prevails that when a scale gets dull, it is only necessary to remove the pivots and knife edges, and have a neighboring blacksmith or wagon-maker sharpen them. This is a mistaken idea, and we can not condemn the practice in terms too strongly; not only is it false economy, but it will invariably create a much larger error in the scale, as it will be the merest accident that these parts will be ground absolutely true by anybody inexperienced, and who has not the necessary gauges and other facilities to perform service of this kind.

We consider frequent scale testing as one of the essentials in our system of supervision, and our experience has been, that the parties owning and operating the various industries where we supervise the weighing, are just as anxious as this Department is, to have their scales in accurate weighing condition. This is quite natural, as the scales, if incorrect, are just as apt to be against the industry as in its favor. We have, at present, an aggregate of 30,000 pounds of standard test weights at the various places, half of which belong to the Department, and we are convinced that it would be a paying investment for each of

the industries to own sufficient weights to test their scales. For a 15-ton hopper scale, at least 1,000 pounds; for 30-ton hopper scale, at least 2,000 pounds, and for a railroad track scale at least 4,000 pounds. Their employes, or this Department's deputy, could put the weights on the scales occasionally, and if they did not conform to Standard, the variation would be detected at once, and the defect remedied instead of continuing until our scale man came around with his weights.

It is pleasing to report, that for the first time, our revenue for the year has been ample to meet our expenditures, and it is gratifying to know that this result in a measure is due to an increase in our business, and has not been accomplished by a curtailment of our force that would in any way reduce our efficiency.

In conclusion, we desire to thank the Board of Directors and the members of the Exchange for their hearty co-operation in our work during the past year.

Yours truly,

JOHN DOWER,
Supervisor.

R. P. ANNAN, JR.,
Chairman, Committee on Weights.

REPORT OF TREASURER FOR 1913.

CURRENT ACCOUNT.

RECEIPTS.

| | |
|---|---------------------|
| Balance on hand January 1st, 1913..... | \$ 1,244.81 |
| Received from Assessments..... | 59,700.00 |
| Received from Department of Weights..... | 44,024.66 |
| Received from Real Estate Account..... | 3,775.00 |
| Received from Telegraph Counters..... | 3,491.63 |
| Received from Transfer Fees..... | 1,575.00 |
| Received from Drawer Rents..... | 872.75 |
| Received from Interest..... | 837.95 |
| Received from Telegraph Account..... | 607.64 |
| Received from Samples and Sweepings..... | 498.90 |
| Received from Long Distance Booths..... | 396.00 |
| Received from Non-Resident Tickets..... | 265.00 |
| Received from Private Telephone Booths..... | 192.00 |
| Received from Messenger Tickets..... | 130.00 |
| Total Receipts..... | \$117,610.84 |

EXPENDITURES.

| | |
|--|---------------------|
| Department of Weights..... | \$43,628.61 |
| Salaries..... | 15,713.38 |
| Telegraph Account..... | 15,240.01 |
| Traffic Bureau..... | 11,296.54 |
| Redemptions..... | 3,450.00 |
| Telephone Service..... | 2,186.69 |
| Contribution—Crop Improvement Work..... | 2,000.00 |
| Delegates to Conventions and Conferences..... | 1,856.33 |
| Printing and Stationery..... | 954.63 |
| Annual Report..... | 878.50 |
| Attorney..... | 750.00 |
| Supplies for Lavatory..... | 613.16 |
| Attorney Fees—Hall-Baker Case..... | 500.00 |
| Postage..... | 353.11 |
| Seed Inspector..... | 341.01 |
| Chamber of Commerce of the United States—Dues..... | 300.00 |
| Provision Inspector..... | 300.00 |
| Flour Inspector..... | 240.93 |
| Council of Grain Exchanges—Dues..... | 200.00 |
| Books, Papers, Price Currents, Etc..... | 189.95 |
| Repairs Blackboards, etc..... | 173.47 |
| Board of Directors..... | 165.59 |
| Furniture and Fixtures..... | 129.34 |
| Supplies for Porters..... | 108.96 |
| National Rivers and Harbors Congress—Dues..... | 100.00 |
| Insurance on Furniture..... | 96.75 |
| Ice..... | 61.90 |
| In Memoriam—John A Scudder..... | 50.00 |
| Judges of Election..... | 41.00 |
| Taxes..... | 36.88 |
| National One Cent Letter Postage Association—Dues..... | 10.00 |
| Trans-Mississippi Commercial Congress—Dues..... | 5.00 |
| Sundries..... | 1,260.81 |
| Total Expenditures..... | \$103,232.55 |
| Balance on Hand December 31st, 1913..... | \$ 14,378.29 |

REAL ESTATE ACCOUNT FOR 1913.

RECEIPTS.

| | |
|--|---------------------|
| Balance on Hand January 1st, 1913..... | \$ 17,804.63 |
| Received from Rents..... | 49,558.70 |
| Received from Interest..... | 557.50 |
| Received from Waste Paper, etc..... | 161.08 |
| Total Receipts..... | \$ 68,081.91 |

EXPENDITURES.

| | |
|---|---------------------|
| Salaries..... | \$6,912.85 |
| Taxes..... | 6,785.31 |
| Repairs and Renovations..... | 6,454.30 |
| Janitor Service..... | 6,300.00 |
| Transferred to Current Account..... | 3,775.00 |
| Coal..... | 2,348.52 |
| Power for Elevators and Electric Light..... | 1,670.57 |
| Water License..... | 1,036.50 |
| Fire Insurance..... | 540.60 |
| Supplies for Lavatory..... | 350.69 |
| Liability Insurance..... | 262.58 |
| Removing Ashes, etc..... | 200.20 |
| Vermine Exterminator (Contract)..... | 200.00 |
| Supplies for Engineer and Porters..... | 108.33 |
| Night Signals..... | 108.00 |
| Printing..... | 20.00 |
| Inspecting Boilers..... | 18.00 |
| Inspecting Elevators..... | 9.00 |
| Repairs account of Post Office..... | 4.17 |
| Sundries..... | 939.10 |
| Total Expenditures..... | \$ 38,043.72 |
| Balance on Hand December 31st, 1913..... | \$ 30,038.19 |

CASH ITEMS.

| | |
|---|-------------|
| Insurance Premiums Paid but Unearned..... | \$ 4,850.00 |
| Rents Due December 31st, 1913, but Uncollected..... | 3,371.06 |

DEPARTMENT OF WEIGHTS—1913

| Month. | Salaries. | Miscellaneous Expense. | Total. | Earnings. | Increase. |
|----------------|-------------|---------------------------|-------------|-------------|------------|
| January..... | \$ 3,352.75 | \$ 252.91 | \$ 3,605.66 | \$ 2,772.85 | \$ *832.81 |
| February..... | 3,325.50 | 280.83 | 3,606.33 | 3,908.05 | 301.72 |
| March..... | 3,371.50 | 126.71 | 3,498.21 | 4,506.78 | 1,008.57 |
| April..... | 3,348.00 | 188.21 | 3,536.21 | 3,387.40 | *148.81 |
| May..... | 3,304.75 | 300.72 | 3,605.47 | 2,399.12 | *1,206.35 |
| June..... | 3,150.35 | 162.88 | 3,313.23 | 3,161.16 | *152.07 |
| July..... | 3,466.35 | 216.00 | 3,682.35 | 2,812.32 | *870.03 |
| August..... | 3,732.10 | 309.61 | 4,041.71 | 4,485.77 | 444.06 |
| September..... | 3,642.25 | 148.63 | 3,790.88 | 4,909.74 | 1,118.86 |
| October..... | 3,511.00 | 165.99 | 3,676.99 | 4,765.53 | 1,088.54 |
| November..... | 3,415.55 | 242.70 | 3,658.25 | 3,338.11 | *320.14 |
| December..... | 3,371.25 | 242.07 | 3,613.32 | 3,577.83 | *35.49 |
| TOTALS..... | \$40,991.35 | \$ 2,637.26 | \$43,628.61 | \$44,024.66 | \$ 396.05 |
| *Deficit. | | | | | |

MARKET REPORTS—1913.

| | |
|---|--------------|
| From Chicago..... | \$ 3,600.00 |
| To Chicago (one-half expense)..... | 1,300.41 |
| From Kansas City..... | 1,888.24 |
| From Minneapolis..... | 1,120.40 |
| From Toledo..... | 513.42 |
| From New York..... | 403.42 |
| From Winnipeg..... | 60.54 |
| From Duluth..... | 117.60 |
| From Omaha, including Receipts and Shipments..... | 265.94 |
| New York Stock Ticker..... | 1,300.00 |
| Printing Telegraph News..... | 260.00 |
| Government Crop Report..... | 280.72 |
| Visible Supply..... | 165.78 |
| Receipts and Shipments..... | 659.98 |
| Duluth Flax..... | 135.72 |
| Milwaukee Barley..... | 13.56 |
| Live Stock..... | 380.82 |
| To Omaha..... | 91.04 |
| Operators..... | 2,109.82 |
| London Tallow..... | 52.00 |
| New York Cotton Seed Oil..... | 54.34 |
| Saint Louis Cash Quotations..... | 200.00 |
| Miscellaneous..... | 266.26 |
| Total..... | \$ 15,240.01 |

TRAFFIC BUREAU—1913.

| Month. | Salaries. | Traveling Expenses. | Miscellaneous Expenses. | Total. |
|----------------|-------------|---------------------|-------------------------|-------------|
| January..... | \$ 780.00 | \$ 8.40 | \$ 79.96 | \$ 868.36 |
| February..... | 780.00 | 48.70 | 59.30 | 888.00 |
| March..... | 780.00 | 60.00 | 149.74 | 989.74 |
| April..... | 780.00 | 15.05 | 106.98 | 902.03 |
| May..... | 780.00 | 23.00 | 139.10 | 942.10 |
| June..... | 780.00 | ..... | 103.32 | 883.23 |
| July..... | 760.40 | 96.50 | 75.54 | 932.44 |
| August..... | 801.00 | 26.60 | 98.28 | 925.88 |
| September..... | 785.00 | 91.60 | 51.70 | 928.30 |
| October..... | 892.70 | 43.85 | 69.31 | 1,005.86 |
| November..... | 885.00 | 71.00 | 84.50 | 1,040.50 |
| December..... | 885.00 | 45.55 | 59.55 | 990.10 |
| TOTALS | \$ 9,689.10 | \$ 530.25 | \$ 1,077.19 | \$11,296.54 |

EUGENE SMITH,
Secretary and Treasurer.

We, the undersigned, members of the Finance Committee, hereby certify that we have examined the accounts of the Secretary and Treasurer for 1913, and find the same to be correct, with the proper vouchers on file for expenditures and balance in bank.

| | |
|---|---------------------|
| To the credit of Real Estate Account..... | \$30,038.19 |
| To the credit of Current Account..... | 14,378.29 |
| TOTAL..... | \$ 44,416.48 |

CHRISTIAN BERNET, Chairman.
JAMES W. GARNEAU, Vice-Chairman.
FRED. C. ORTHWEIN.
MANLEY G. RICHMOND.
GEORGE H. BACKER.

SAINT LOUIS, January 6th, 1914.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1913.

GRAIN TESTING LABORATORY.

JANUARY 7TH. The President was authorized to write our Senators and Representatives in Congress urging their support before the Agricultural Committee for the reestablishing by the Department of Agriculture of a grain testing laboratory in St. Louis.

ANNUAL MEETING COUNCIL OF GRAIN EXCHANGES.

JANUARY 16TH. Messrs. John L. Messmore and Edward M. Flesh represented the Exchange at the Fourth Annual Meeting of the Council of Grain Exchanges held in Chicago, January 16th and 17th.

JOHN MULLALLY.

JANUARY 21ST. Resolutions of respect to the memory of John Mullally were adopted by the Board of Directors.

MOISTURE TEST OF GRAIN.

JANUARY 28TH. Messrs. Wm. H. Danforth, Bert H. Lang and Fred W. Seele were appointed by the Board of Directors to represent the Exchange before the Board of Railroad and Warehouse Commissioners of Missouri regarding the moisture test of grain.

ILLINOIS STATE FARMERS' MEETING.

FEBRUARY 13TH. Mr. John Dower, Supervisor of the Department of Weights, was appointed to represent the Exchange at the Illinois State Farmers' Meeting held at Jacksonville, Illinois, February 19th to 21st.

INCREASED FIRE INSURANCE RATES.

FEBRUARY 25TH. Messrs. James W. Garneau, F. B. Chamberlain, C. F. Beardsley, Chas. A. Cox and Christ. Hilke were appointed to look into the matter of increased fire insurance rates.

FUNDS FOR FLOOD SUFFERERS.

MARCH 27TH. President Messmore appointed Messrs. Edward M. Flesh, H. H. Langenberg, Christian Bernet, Christ. Hilke, B. H. Lang, Chas. A. Cox and Robert W. Pommer as a special committee to solicit funds on the floor of the Exchange for the benefit of flood sufferers of Ohio and Indiana.

TRADE AND COMMERCE OF

NATIONAL HAY ASSOCIATION.

APRIL 8TH. Messrs. W. H. Toberman, W. H. Cordes, Fred. Deibel, Harry L. Boudreau, J. Oran Allen, D. W. Clifton, Dan S. Mullally and V. C. Tice were appointed delegates to represent the Merchants' Exchange at the Twentieth Annual Convention of the National Hay Association at Peoria, Illinois, June 24th to 26th.

WESTERN GRAIN DEALERS' ASSOCIATION.

APRIL 8TH. Mr. John Dower, Supervisor of the Department of Weights, was appointed delegate to represent the Exchange at the annual convention of the Western Grain Dealers' Association at Sioux City, Iowa, April 11th and 12th.

NATIONAL DRAINAGE CONGRESS.

APRIL 8TH. The following were appointed delegates to represent the Merchants' Exchange at the Third Annual Meeting of the National Drainage Congress held at St. Louis, April 10th to 12th: Messrs. R. P. Annan, Jr., Jas. W. Garneau, S. A. Whitehead, D. I. Bushnell, W. K. Stanard, James P. Burdeau, Christian Bernet, Joseph W. Steele and Omar Holliday.

FIRE INSURANCE RATES.

APRIL 22ND. Messrs. Marshall Hall, Sam'l Plant and Fred C. Orthwein were appointed as a special committee to represent the Merchants' Exchange to confer with Committees from other organizations to endeavor to adjust the fire insurance muddle owing to the repeal of the Oliver Law.

OKLAHOMA GRAIN DEALERS' ASSOCIATION.

APRIL 22ND. Messrs. Henry G. Craft and Geo. C. Martin, Jr., were appointed delegates to represent the Merchants' Exchange at the Sixteenth Annual Convention of the Oklahoma Grain Dealers and Millers' Association at Oklahoma City, Oklahoma, May 20th and 21st.

SUGAR TARIFF.

APRIL 22ND. The Board of Directors authorized President Messmore to send a communication to our Senators and Representatives in Congress urging their support in behalf of the Sugar producers and protesting against a reduction in the tariff on Sugar.

CROP IMPROVEMENT CONTRIBUTION.

MAY 6TH. The Board voted to submit to a vote of the members of the Exchange the question of making an appropriation of \$2,000 for Crop Improvement Work, of the Council of Grain Exchanges.

NATIONAL TARIFF COMMISSION.

MAY 6TH. The Board of Directors voted to cast the vote of the Exchange in favor of a permanent National Tariff Commission as recommended by the Chamber of Commerce of the United States.

SUNDRY CIVIL BILL.

MAY 6TH. The Board voted to cast the vote of the Exchange in favor of the resolution adopted by the Chamber of Commerce of the United States opposed to that part of the Sundry Civil Bill, H. R. No. 2441, which will prevent the use of any part of the appropriation for the enforcement of the anti-trust law for the prosecution of labor or agricultural combinations.

JOHN A. SCUDDER.

MAY 20TH. A meeting of the former Presidents and the Board of Directors of the Merchants' Exchange was held this day to take action on the death of John A. Scudder, an Ex-President of the Exchange.

Resolutions of respect and esteem were adopted. The rostrum was ordered draped in mourning for thirty days, and a floral tribute sent. It was also voted to attend the funeral in a body.

NORTH AMERICAN EXPORT GRAIN ASSOCIATION.

MAY 27TH. Mr. Marshall Hall was appointed to represent the Exchange at a meeting of the Council of North America Export Grain Association at New York City, May 29th.

COUNCIL OF GRAIN EXCHANGES.

JUNE 10TH. The Exchange was represented at the Fifth Annual Mid-Summer Meeting of the Council of Grain Exchanges, held at Cincinnati, Ohio, by Messrs. John L. Messmore and Edward M. Flesh, the Exchange delegates in the Council.

POMERENE BILL.

JULY 8TH. The Board endorsed resolutions drafted by the Traffic Bureau favoring the Pomerene Senate Bill No. 1654 regarding Bills of Lading in Interstate Commerce.

UPPER MISSISSIPPI RIVER IMPROVEMENT ASSOCIATION.

JULY 8TH. Messrs. E. L. Waggoner and R. J. Pendleton were appointed delegates from the Merchants' Exchange to the Twelfth Annual Convention of the Upper Mississippi River Improvement Association at Hannibal, Missouri, October 15th and 16th.

CIVIL SERVICE REFORM LEAGUE.

AUGUST 12TH. The Board authorized the President to approve the recommendation of the National Civil Service Reform League urging the Senate Committee on Finance to enforce the provisions of the Civil Service Law in the employment of Agents, Inspectors, Deputy Collectors, etc., in the enforcement of the Income Tax Law.

GRAIN DEALERS' NATIONAL ASSOCIATION.

SEPTEMBER 9TH. The Merchants' Exchange was represented at the Seventeenth Annual Meeting of the Grain Dealers' National Association Convention which met at New Orleans, Louisiana, October 14th to 16th, by Messrs. John L. Messmore, Roger P. Annan, Jr., and Geo. F. Powell.

OWENS-GLASS CURRENCY BILL.

SEPTEMBER 23RD. The Board approved the report of the Standing Committee on Currency and Banking of the Chamber of Commerce of the United States, on the Owens-Glass Currency Bill and on motion the vote of the Exchange in the Chamber of Commerce was cast in favor of same as provided for by Referendum No. 4.

UNITED STATES GOOD ROADS ASSOCIATION.

SEPTEMBER 23RD. Messrs. Marshall Hall, Jas. W. Garneau and E. D. Tilton were appointed to represent the Exchange on the Ways and Means Committee of the United States Good Roads Association.

TENTATIVE CORN GRADES.

OCTOBER 10TH. The Board endorsed the following resolutions of the St. Louis Grain Club and the Exchange delegates to the Grain Dealers' National Convention at New Orleans, on October 14th to 16th, were instructed to work in behalf of same:

"While we appreciate the conscientious work which the Government Experts have given to the grading of corn, we believe that they have suggested too many grades, and that the difference in moisture test of the various grades is too little:

"That the Board of Directors of the Merchants' Exchange instruct its delegates to work for the adoption of the grades as recommended by the Grain Dealers' National Association at Convention held in St. Louis in 1910, and if that cannot be accomplished, to work for a compromise between the tentative grades suggested by the Government and the present grades, which are now in general use."

HEARING REGARDING CORN GRADES.

OCTOBER 20TH. Messrs. John L. Messmore and Edward M. Flesh were appointed delegates from the Merchants' Exchange to the formal hearing before the Department of Agriculture, at Washington, D. C., October 29th to consider the tentative corn grades as recommended by the Department of Agriculture.

Messrs. Messmore and Flesh also represented the Exchange before the Senate Committee at the hearing on the Pomerene Bill in its application to Uniform Bills of Lading on Interstate Commerce.

NATIONAL RIVERS AND HARBORS CONGRESS.

NOVEMBER 11TH. The Exchange was represented at the Tenth Annual Meeting of the National Rivers and Harbors Congress, Washington, D. C., December 3rd to 5th, by Messrs. John L. Messmore and Marshall Hall.

CHAMBER OF COMMERCE OF THE UNITED STATES.

NOVEMBER 11TH. The Board adopted resolutions in favor of Referendum No. 5 as submitted by the Chamber of Commerce of the United States on the question of "Approval of the Report of the Special Committee of the Chamber on the Department of Commerce Concerning Development of the Bureau of Foreign and Domestic Commerce, in the Department of Commerce;" and Referendum No. 6 on the question of "The Establishment By Congress of a Bureau of Legislative Reference and Bill-Drafting."

MISSISSIPPI RIVER LEVEE ASSOCIATION.

NOVEMBER 11TH. The Board endorsed resolutions as drafted by the Mississippi River Levee Association in favor of the Ransdall-Humphreys Bill asking Congress for an appropriation of \$60,000,000 to be distributed over a period of five years to provide a system of levees, with adequate bank revetment for the protection of the lands of the Lower Mississippi Valley from destructive floods and overflows. Our Senators and Representatives were asked to support same.

PLANS FOR PUBLIC BUILDINGS.

DECEMBER 11TH. Resolutions were adopted favoring Senate Bill No. 3063, which authorize the Secretary of the Treasury to employ outside assistance to enable the Supervising Architect's Office of the Treasury Department to complete plans for public buildings without further delay than is necessary.

CHAMBER OF COMMERCE OF THE UNITED STATES.

DECEMBER 23RD. Messrs. John L. Messmore and J. J. P. Langton were appointed delegates to represent the Merchants' Exchange in the Chamber of Commerce of the United States for the year 1914.

COUNCIL OF GRAIN EXCHANGES.

DECEMBER 23RD. Messrs. John L. Messmore, Edward M. Flesh and Nat. L. Moffitt were appointed delegates from the Merchants' Exchange to the Fifth Annual Meeting of the Council of Grain Exchanges at Chicago, January 15th to 17th, 1914.

JOHN L. MESSMORE.

JANUARY 13TH, 1914. The Board of Directors adopted the following resolution:

"That the thanks of the Board of Directors, acting for the members at large of the Exchange, be extended to the retiring President, Mr. John L. Messmore for the faithful work he has performed in the duties of his office the year just past."

ST. LOUIS.

The fourth city of the United States in population.
Forty million people within a radius of 500 miles.
The largest and most important city in the Louisiana purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in American.
Has the largest hardware house in the country.
Is the best dry goods market west of the Alleghenies.
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the second largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
Leads in manufacture of stoves and ranges.
Third largest live stock market.
The third primary grain market.
Holds fourth place as a manufacturing center.
Leads in output of American-made chemicals.
Prominent in manufacture of proprietary medicines.
Receipts of grain in 1913, 80,498,685 bushels.
Receipts of flour in 1913, 3,266,375 barrels.
Flour manufactured in 1913, 1,036,761 barrels.
Flour shipped in 1913, 3,890,180 barrels.
Tonnage received and forwarded in 1913, 54,609,560.
Death rate per thousand in 1913, on basis of 750,000 population, 14.46.
Largest brewery in the United States and first in output of beer.
Has 120 public schools, with 89,909 scholars.
Largest and most complete railway station in America.
Has 51 public parks and squares, containing 2,764 acres.
St. Louis post-office ranks first in ratio of expenses to receipts.
Receipts at St. Louis post-office in 1913, \$5,331,298.11.
Pieces of mail matter originating in St. Louis in 1913, 330,932,578.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1913, \$22,803,561.
Value of buildings erected in 1913, \$15,340,012.
Real and personal property assessed, \$601,301,670.
Value of manufactured products in 1912, \$345,657,438.
The largest manufacturing stationers for bank and county supplies in the world.

ST. LOUIS IN 1913.

| | |
|---|---------------------|
| Area, square miles..... | 62½ |
| Population (estimated)..... | 750,000 |
| Real Estate and Personal, assessed value..... | \$601,301,670 |
| Bonded Debt..... | \$23,806,690 |
| Houses erected during 1913, 8,302, cost..... | \$15,340,012 |
| River Front, miles..... | 19 |
| Public Parks and Squares, number 51; acres..... | 2,764 |
| Paved Streets, miles..... | 642.06 |
| Paved Alleys, miles..... | 220.60 |
| Public Sewers, miles, to January, 1913, 797.26; cost..... | \$22,701,375 |
| Conduits for Underground Wires, miles..... | 297 |
| Water Supply, capacity gallons per day..... | 100,000,000 |
| Water Supply, average daily consumption..... | 90,000,000 |
| Receipts for Water Licenses..... | \$2,421,914 |
| Public Schools, 1913, number 120; Teachers, 2,184; Scholars, 89,909; cost 1913, \$783,322..... | Total, \$16,589,950 |
| Union Station, 32 tracks, covers acres..... | 11 |
| Railroad lines terminating in St. Louis..... | 26 |
| Street Railroads, miles, single track, city, 349.55; county, 112.52..... | 462.07 |
| Passengers carried..... | 376,425,241 |
| Municipal Revenue, year ending April 7th..... | \$10,747,942 |
| Death Rate per thousand, 1913, basis 750,000 population.. | 14.46 |
| Post-Office, cash receipts..... | \$5,331,298 |
| Post-Office, pieces of Mail originating in St. Louis..... | 330,932,578 |
| Tonnage, Total Tons received..... | 32,432,801 |
| Tonnage, Total Tons shipped..... | 22,176,759 |
| Manufacturers, Product (1912)..... | \$345,657,438 |
| Bank Clearings..... | \$4,136,994,869 |
| Banks and Trust Companies, capital, surplus and profits. | \$80,213,171 |
| Tobacco, manufactured 1913, pounds..... | 73,089,871 |
| Tobacco Tax paid..... | 6,048,736 |
| Grain Receipts, bushels..... | 80,498,685 |
| Flour Manufactured, barrels..... | 1,036,761 |
| Flour Received, barrels..... | 3,266,375 |
| Public Elevators, 8; capacity, bushels..... | 4,975,000 |
| Private Elevators, 33; capacity, bushels..... | 4,764,000 |
| Lead received, pigs..... | 1,314,250 |
| Zinc and Spelter received, slabs..... | 4,151,260 |
| Cattle received, number..... | 1,181,201 |
| U. S. Internal Revenue Collection..... | \$10,864,346 |

ST. LOUIS IN 1913—Concluded.

| | |
|---|-----------------|
| Hogs received, number..... | 3,102,421 |
| Sheep received, number..... | 976,122 |
| Horses and Mules received, number..... | 167,206 |
| Cotton Receipts, bales..... | 556,167 |
| Coal (all kinds) received, tons..... | 8,925,579 |
| Dry Goods and Notions.....Sales | \$ 75,000,000 |
| Millinery..... | " \$ 7,000,000 |
| Vehicles, Implements and Automobiles..... | " \$ 25,000,000 |
| Plumbers' and Steamfitters' Supplies..... | " \$ 10,000,000 |
| Groceries and kindred lines..... | " , 80,000,000 |
| Boots and Shoes..... | " \$ 70,102,000 |
| Tobacco and Cigars..... | " \$ 52,000,000 |
| Hardware, Shelf and Heavy..... | " \$ 48,000,000 |
| Woodenware..... | " \$ 22,000,000 |
| Lumber..... | " \$ 50,000,000 |
| Candies..... | " \$ 6,200,000 |
| Clothing..... | " \$ 15,000,000 |
| Furniture and kindred lines..... | " \$ 24,000,000 |
| Stoves, Ranges and Furnaces..... | " \$ 11,000,000 |
| Electric Industries..... | " \$ 20,000,000 |
| Paints, Paint Oils and White Lead..... | " \$ 15,000,000 |
| Saddlery and Harness..... | " \$ 3,800,000 |
| Hats, Caps and Gloves..... | " \$ 5,500,000 |
| Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals..... | " \$ 26,000,000 |
| Glass, Plate and Window, Ornamental..... | " \$ 6,250,000 |
| Clay Products..... | " \$ 4,000,000 |
| Furs..... | " \$ 10,000,000 |
| Railway Supplies..... | " \$ 15,000,000 |
| Trunks and Bags, etc..... | " \$ 3,250,000 |
| Steel Castings and Foundry and Machine Shop Products..... | " \$ 21,000,000 |
| Wool Receipts, 1913, 14,671,660..... | " \$ 5,500,000 |
| Hides, Receipts, 1913, 52,509,300..... | " \$ 7,000,000 |
| Carpets and kindred lines..... | " \$ 7,000,000 |
| Railroad and Street Cars manufactured, value..... | " \$ 30,000,000 |
| Paper, Stationery and Envelopes..... | " \$ 12,500,000 |
| Dry Plates..... | " \$ 2,500,000 |
| Queensware and Glassware..... | " \$ 2,300,000 |
| Bakery Products..... | " \$ 10,000,000 |
| Tin, Enameled and Galvanized Ware..... | " \$ 11,000,000 |
| Soap and Candles..... | " \$ 11,000,000 |

REVIEW, 1913.

In a review of the general trade and financial conditions of St. Louis and the contiguous trade territory for the year past it may well be said that it has been a very satisfactory one. Although 1913 was not a record one taking it as a whole, nor was it up to all expectations as indicated the fore part of the year, yet the general volume of business of both the majority of wholesale houses and manufacturing concerns was very good. The less favorable conditions that effected other sections of the country the final months of the year likewise had a retarding influence here, and a marked curtailing in the volume of trade was noticeable in a great many lines of industry for which the City is noted. The year opened with the most favorable outlook, and the first six months were exceptionally good in most lines, with crop conditions favorable, large crops of wheat and oats being harvested, but with the drought and other unfavorable conditions during the summer, the volume of business was cut down very materially, so that the gains the fore part of the year were entirely overcome in the majority of lines.

In population St. Louis holds fourth place. Its commercial importance has in no wise been lessened, but on the contrary, it continues to hold its position of rank among the other cities of the United States. It is first as a manufacturing and distributing point for shoes, leads all other cities in the manufacture of plug tobacco, and is famous the world over for its output of beer. It is known as the greatest hardwood lumber market in the world, and is likewise renowned as the greatest horse and mule market. In the jobbing of millinery, hardware and groceries it holds second place of importance, and as a grain, live stock and dry goods market, as well as a great many other industries, it is third in importance.

Of a city's commercial growth and progress there is no better evidence than is shown by the new industries established, which are brought here from other cities. More than forty from other states came to St. Louis the past year. Another evidence of the commercial growth of the city was shown in the large list of corporations organized, more than eight and one-half million dollars being put into new concerns during 1913.

The general business of the banks and trust companies, of which there are upward of a half hundred, was fairly satisfactory throughout the year. Dividend rates were maintained and surplus and undivided profits practically the same as a year ago. Two new trust companies were organized during the year. Bank clearings for the twelve months

again showed gains and were the largest on record, aggregating \$4,136,994,869, as compared with \$4,027,580,808 in 1912, and \$3,859,681,136 two years ago. St. Louis concerns are annually called upon for many millions of dollars by country banks throughout the South and West to be used for the handling and moving of crops. The deposits of the banks and trust companies as shown by the bank statement on January 13th amounted to \$311,978,876, as contrasted with \$314,785,267 in November, 1912. The capital stock of the St. Louis institutions is \$42,150,000, and the surplus and profits \$38,063,171.

The amount of freight handled by the twenty odd railroads, and by river during 1913 was again a record breaker, the total in and outbound movement footing 54,609,560 tons as against 51,742,359 tons a year ago; 47,237,750 tons in 1911, and 51,918,100 tons in 1910. Of the total movement, the receipts were 32,432,801 tons as contrasted with 31,330,451 tons, and 29,195,948 tons the two previous years, while the shipments were 22,176,759 tons as compared with 20,411,908 tons in 1912, and 18,041,802 tons in 1911.

Receipts of the five principal grains were again of large volume in 1913 surpassing any previous record. The receipts totalled 80,498,694 bushels as against 79,997,310 bushels in 1912 and 63,581,997 bushels in 1911, and 65,815,661 bushels in 1909, a gain of more than half a million bushels over the preceding year, and a gain of 14,683,033 bushels as compared with five years ago. The shipments amounted to 53,263,515 bushels as against 50,768,775 bushels in 1912, and 38,634,285 bushels in 1911. Of the receipts 31,258,471 bushels were wheat, 22,189,045 bushels corn, and 24,363,480 bushels oats, while the shipments were: wheat, 25,149,065 bushels; corn, 11,593,360 bushels, and oats, 16,135,515 bushels. Large quantities are used annually for local consumption or by manufacturers. Exporters took large quantities, the exportations of wheat aggregating 4,137,995 bushels; corn 1,510,952 bushels, and oats 62,838 bushels.

The flour and milling interests during 1913 contributed upward of \$31,000,000 of business to the trade of St. Louis. The output of local mills for the twelve months was 1,036,761 barrels against 1,030,704 barrels in 1912 and 1,055,416 barrels in 1911. Mills owned or the output controlled by St. Louis interests, who are members of the Merchants' Exchange, produced 2,176,229 barrels in 1913 as contrasted with 1,993,963 barrels in 1912. The receipts by dealers during the year amounted to 3,266,375 barrels as compared with 3,032,330 barrels the year prior. The export sales during the year were 726,842 barrels as against 881,480 barrels in 1912. The decrease was most noticeable to the United Kingdom and the Continent of Europe. The Latin-American market on the other hand showed an increase.

The general business of the post-office is another guide to the business prosperity of a city like St. Louis. The receipts for the twelve months again recorded an increase, the total revenues footing \$5,331,298.11 as

against \$4,828,678.47 in 1912 and \$4,639,459.07 in 1911. The expenditures for the same period were \$2,075,979.28 against \$1,905,382.54 the year previous and \$1,866,563.61 two years ago. The increase in net revenue was \$332,022.90 as compared with \$150,400.47 the year preceding. In the amount of mail originating in St. Louis there was a notable increase, the total being 73,068,056 pounds, as against 53,266,853 pounds in 1912, and 48,166,048 pounds in 1911. Number of pieces of outgoing mail 330,932,578, as compared with 315,061,793 in 1912. The advent of the parcel post has materially increased the work of the department, there being received 3,545,620 packages and dispatched 15,239,578 packages.

As the fourth city in the country in manufacturing, St. Louis factories in 1912 produced \$345,657,438 worth of products. There were employed in its factories 86,903 males and 25,564 females, who were paid in salaries and wages \$70,698,296. The capital invested is figured at \$240,794,199. The number of factories reporting were 2,585. There are several hundred small factories not included in the compilation. Goods made in St. Louis factories are to be found in all parts of the civilized world.

As a distributing point for dry goods, silks, notions and allied lines, St. Louis is easily holding her place in the front rank, and the volume of business in these lines showed an increase of from 7½ to 10 per cent over that of 1912. The aggregate volume in dry goods alone is estimated at \$65,000,000, and there was a proportionate increase in other lines. In the early part of the year business was active, but owing to drouth in parts of the territory, and floods in the cotton belt, with short crops in parts of the southwest, in the closing months of the year there was a heavy falling off. On cotton goods prices were higher than they were in the preceding year, but woolen goods were lower, and on account of the tariff reductions there were price reductions in other lines. If it had not been for the partial crop failures in states which are the cream of the St. Louis trade territory, a much better showing would have been made. St. Louis dry goods houses are steadily increasing the output of their factories which produce a large part of the finished products which constitute a large proportion of their annual sales, and are constantly widening the scope of these manufactures. Business in shirts, collars, neckwear, underwear, suspenders and like articles was particularly good, and satisfactory prices prevailed. The outlook for 1914 is not quite so good, as the orders for spring business are fair, but not big.

In millinery and kindred lines St. Louis continues to maintain her supremacy as the leading market in the West, and the volume of business for the year was fully up to that of 1912. As a jobbing center, this market distributes more goods than Chicago, and ranks next to New York in importance. More buyers come to St. Louis than to any other millinery market. This city is more advantageously located than any other market in the country, and contains not only the largest manufacturing, importing and wholesale millinery houses in the United States, but also has a number of the largest and best equipped houses in the

United States. There was a healthy increase in the first half of the year, but in the last half there was a gradual falling off, and the closing month of the year was extremely dull. Collections very good, and traveling men in all parts of the territory report that money is more plentiful, and that the pessimistic feeling which prevailed in some sections is being rapidly overcome, making the prospects for 1914 very bright. Advance orders are fair.

St. Louis has the distinction of being the largest distributing market for boots and shoes in the world, and occupies the foremost rank as a manufacturing center in these lines. Owing to unfortunate weather conditions in various parts of the trade territory of St. Louis houses, the record breaking expansion in the first half of the year was not maintained in the closing months. A satisfactory increase in the total volume of business for the year is reported, however, and this is estimated at 5 per cent. There are about two score of factories manufacturing all kinds of footwear, which are owned and controlled by St. Louis manufacturers, most of which are located in this city and the others are situated in nearby towns. The product of all of these factories is handled in St. Louis, and in addition to this, practically every large Eastern house has a jobbing agency in this city. Already supreme in the manufacture of the heavier grades of shoes, St. Louis manufacturers are rapidly forging to the front in the production of the finer grades of footwear. Conservative estimates make the total volume of business handled by St. Louis shoe manufacturers and jobbers for the year at approximately \$70,102,000. Advance orders for the coming year are fair, but are not as satisfactory as they were a year ago.

In the manufacture and jobbing of men's clothing, the total volume of business for the year was fully 15 per cent larger than that of 1912, and according to manufacturers in this line, the prospects for the new year are very favorable. St. Louis houses make a specialty of the manufacture of medium priced clothing, but all grades are handled by local jobbers, and it is estimated that the business in men's clothing, overalls, etc., was in the neighborhood of \$15,000,000 for the year. One of the oldest manufacturing houses in the city was absorbed by one of its younger rivals, and several new ventures in this line were started, as well as a general expansion of business by nearly all of the older houses. Manufacturers and jobbers in ladies' clothing complain that on account of the unseasonable weather, and other unfavorable conditions, they were unable to show an increase over the business of 1912, but the total was about equal to that year. A conservative estimate of the volume of business in this line is \$5,000,000.

As a distributing market for hats and caps, St. Louis now occupies the leading place, as she has finally outstripped Chicago in both the volume and value of her sales. While not classed as a manufacturing center for this class of goods, St. Louis has several factories which are steadily increasing their output. Shipments of hats and caps from St. Louis go

to Cuba, Porto Rico, Mexico, Central and South America, and in this country over a wide expanse of territory, extending from the Atlantic to the Pacific. The volume of business in this line for the year 1913 broke all records, and was fully ten per cent larger than in 1912. It totaled approximately \$5,500,000. Advance orders for the new year are coming in very satisfactorily and the outlook is bright for another record breaking year.

St. Louis occupies a most important position as a manufacturing center for bakery goods, and her output in this line for 1913 broke all records, exceeding that of the preceding year by fully five per cent. There was a marked shrinkage in the output of smaller bakeries, but this was more than compensated for by the increased production of the larger establishments. Early in the year the City of St. Louis discontinued the baking of bread in some of the public institutions, and as these institutions use about 30,000 pounds of bread per day, this increased demand was largely responsible for the increased business of the baking companies, bringing the total volume of business up to nearly \$10,000,000. The active advertising campaign which has been conducted by the large companies was another factor, and the sanitary measures which were enforced by the authorities, with the added burden of inspectors' fees, while it militated against the smaller bakeries, was a material aid to the larger companies by increasing the demand. The outlook for the new year is said to be exceedingly bright.

As a wholesale grocery market St. Louis continues to make great progress, and it is estimated that the business in this line for the year 1913 amounted to over \$80,000,000. In the opening months of the year the volume of business was unusually large, showing a gratifying increase over the business of the preceding year, but in the closing months of the year there was a heavy falling off in the number and size of the orders, which brought the year's business down to nearer the level of 1912. Practically every wholesale house in the city is pushing some special brand of goods, and the aggressive advertising campaign which they are conducting is having a stimulating effect on their trade. St. Louis is the leading coffee and spice center in the West, and is steadily enlarging its business in these lines. The volume of business in 1913 is said to be at least five per cent larger than that of 1912, and the outlook for the new year is exceedingly bright in both coffee and groceries.

This City continues to lead in the manufacture and distribution of trunks and traveling bags, and the business in this line for the year 1913 shows a gratifying increase over that of 1912. In the first half of the year business was particularly active and in the last of the year, while there was a considerable slowing down, the volume was greater than for the corresponding months of 1912, bringing the total business for the year up to about \$3,250,000. Advance orders for 1914 are brisk and the outlook is very satisfactory.

In the manufacture of plug tobacco, St. Louis leads the world, and the output of her factories for the year 1913 approximated 75,000,000 pounds, valued at about \$52,000,000. In addition to the plug tobacco a large amount of smoking tobacco, cigarettes and cigars was also manufactured at this point. As a distributing market for cigars and cigarettes, St. Louis ranks near the top, and her business in this line is steadily growing. The outlook for the year 1914 is exceedingly bright.

St. Louis is generally recognized as one of the leading points in the country for the manufacture of railroad cars and street cars. Some of the largest plants of the kind in the world are located in this territory, and in both freight and street cars, there was an increase in the volume of business of fully twenty per cent over that of 1912. The business was well distributed throughout the year, but the orders were especially good in the closing weeks of the year. St. Louis made cars may be seen in all parts of the civilized world. Orders are light at present, but there is a good inquiry, and the outlook for the new year is bright. It is estimated that approximately \$30,000,000 of cars were turned out in St. Louis last year.

As a manufacturing and distributing point for saddlery St. Louis continues to be the largest in the United States, and the volume of business in this line shows a slight increase over the business for 1912. St. Louis saddles are sold as far west as the Pacific Coast, and from Canada to Mexico, but the greater part of the business is in the Southwest. It is estimated that the total business in this line for the year will aggregate nearly \$3,800,000. Advance orders are coming in steadily, and the outlook for the coming year is very encouraging.

As a distributing market for carpets and kindred lines, St. Louis continues to hold her important position as one of the leading markets of the world. The volume of business for the year was just about up to that of 1912. In the first half of the year trade was exceptionally good, but in the latter part, on account of the floods in some sections of the St. Louis trade territory, and drouth in others, there were crop shortages which caused the trade to fall off to such an extent that the total volume of business for the year was brought down to a level with that of 1912. Advance orders are coming in very nicely, and the outlook is for a record breaking business in 1914. A peculiar feature in this respect is that while the larger cities are holding their orders down, country points are sending in unusually large orders.

Manufacturers and jobbers in electrical supplies, and the electrical industry in general, report a most satisfactory business for the year and an increase of approximately 20 per cent over the volume of business for 1912. This increase was general in practically all lines of the industry. One of the larger companies which some time ago removed to a new and larger plant has been compelled by the growth of its business to also reoccupy the old plant. The building of auto starters is assuming large proportions, and the steady progress in new inventions in the electrical

field is causing rapid strides in this line of business. On account of the wide diversity of the various branches of the business, and the secrecy which is maintained in regard to the operations of the different companies engaged in this line of business, it is impossible to form any intelligent estimate of the volume of business, but in both the manufacture and distribution of electrical goods and supplies there are many millions of capital employed, and the sales run into millions each year.

Candy is one of the products for the manufacture of which St. Louis enjoys an enviable reputation. Most of the local factories make a specialty of high grade goods, and St. Louis made candies are favorably known throughout the length and breadth of the land. There are more than two dozen large factories employing thousands of hands, and there are nearly as many smaller concerns which manufacture mostly for the local trade. Some of the larger factories rank with the largest in the country, and their products cannot be excelled anywhere. In addition to the large amount which is manufactured at this point, St. Louis is a big distributing center for the medium and lower grades of candies manufactured by Eastern concerns. Business in this line for the year 1913 shows an increase of between 5 and 7½ per cent over the volume of business in 1912, and it is estimated that the total manufacturing and jobbing business in this line for the year amounted to a total of \$6,200,000.

Some of the largest manufacturers of graniteware, enamelware, tinware and stamped ware in the country are located in St. Louis, and their factories are either in or near this City. Owing to the tariff legislation, and various other causes, business in these lines did not show the gain that was expected. In the first half of the year there was a fairly heavy increase, but in the latter half there was a heavy falling off in the number and size of the orders, and the gain was about wiped out, leaving the total volume of business for the year 1913 the same as that of the preceding year, or about \$12,000,000. The trade territory is steadily expanding, and St. Louis made goods in these lines are now well and favorably known throughout the entire civilized world. According to some of the best informed men in the trade, while the advance orders are coming in very slowly, the situation is steadily improving, and the outlook for the year 1914 is very bright.

In the railway supply business the year 1913 was about an average year, and the total volume was practically the same as for 1912. For the first few months business was unusually good and gave promise of surpassing all previous records, but about August 15th a reaction occurred, owing to a combination of causes which affected trade in other lines, and in the latter part of the year orders fell off both in regard to number and size, which brought the total volume of business for the year down to the level of that for 1912. As this business embraces such a wide variety of lines, it is impossible to give an approximate estimate of the total amount in dollars and cents without duplication. Advance orders for

1914 are coming in slowly, but there is a slight improvement over the closing months of 1913, and the outlook is bright for a good year's business.

St. Louis continues to lead the world as a wholesale hardware market, and the business for the year 1913 showed an increase of about 12½ per cent. In the early part of the year business was exceptionally good, and showed an increase for the first half of nearly 20 per cent over the business for the corresponding period in 1912, but in the last half it barely held its own, and this brought the total for the year down to the increase stated. The total volume of business in shelf and heavy hardware for the year is estimated at approximately \$48,000,000. There are few advance orders, but stocks in dealers' hands are low, and a good business is expected for the year 1914.

In the manufacture of stoves and ranges, St. Louis is without an equal anywhere in the world, as she leads all other cities in both the size and value of the output. There are 22 stove manufacturing plants in the St. Louis district, and about 6,000 persons are employed. In these plants about 1,100,000 stoves were turned out in 1913, and the total value of the output was in the neighborhood of \$11,000,000. Over \$8,000,000 of capital is employed in this industry, and the output of the St. Louis factories is shipped to all parts of the country. The output of gas and vapor stoves is increasing at a particularly rapid rate. St. Louis made furnaces are sold from the Atlantic to the Pacific Coast, and many are exported.

St. Louis again demonstrated her right to the title of "The largest manufacturing and wholesale market in the world," in drugs and chemicals, and notwithstanding the depression in some lines of trade, the total volume of business for 1913 was equal to that of 1912. The largest drug house in the world is located here, and some of the largest chemical manufacturing plants in the country are operated in St. Louis. In the manufacture of proprietary medicines, patent medicines, photographic chemicals and toilet accessories, St. Louis enjoys a world wide reputation, and her business in these lines is steadily expanding. In the early part of the year, a trade boom was experienced in these lines, but there was a gradual slowing down after the mid-summer dullness set in, and in the latter part of the year the volume of trade was below the normal. On account of the tariff uncertainty there was a rearrangement of prices in many lines, but the average was well maintained. On account of the diversity of lines included under this head it is difficult to form an intelligent estimate of the total amount of trade in these lines, but it is placed by well posted jobbers at over \$26,000,000. Few advance orders have been received, but manufacturers and jobbers are optimistic in regard to the trade outlook for 1914.

In the manufacture and distribution of woodenware, St. Louis occupies the position of being at the head, as fully 50 per cent of the business of the country in this line is handled by St. Louis houses, and the wooden-

ware business is regarded as a St. Louis specialty. The largest house of the kind in the world is located here, and the business is steadily growing. On account of the addition of kindred lines to those already handled by houses in this line, there was an increase in the total volume handled, although business in woodenware proper was somewhat less satisfactory than in 1912. It is estimated that the business of the different St. Louis houses for the year will aggregate approximately \$22,000,000.

Business in cast iron and foundry products was active in the early part of the year, and showed a satisfactory gain over the business of the first part of 1912, but later there was a decided falling off in the orders, and the total volume of business in this line for 1913 was only about 5 per cent larger than that of the preceding year. It is estimated that the greater part of this increase was the result of the increased number of automobile castings which were handled at this point. In the building lines of castings there was a slight falling off, but this was more than made up by the increase in other kinds of castings. Estimates by the leading men in this line agree in that the business for the year totaled in the neighborhood of \$21,000,000. At the opening of the present year advance orders came in very slowly, but conditions are rapidly improving and the outlook is more promising.

The jobbing of glass and queensware business showed an increase of about 20 per cent over that for 1912, but like in most other lines this increase was in the earlier part of the year, as in the closing months of the year business was below the normal in volume, on account of the drought and other causes which produced a shortage in the crops in many parts of St. Louis' trade territory. A peculiar feature in regard to the year's business was that it was mostly confined to very fine or to cheap goods, as there was a falling off in the sales of medium priced stock. The advance orders for 1914 are about up to the average, but there is a better inquiry, and the outlook for the year is good.

Fire clay products, such as sewer pipe, terra cotta, gas retorts, fire brick, tiling, etc., are among the most important products of St. Louis, and the City is known far and wide as a manufacturing center for this class of products. St. Louis made zinc retorts are used in many parts of the world, and the terra cotta products are equally as famous. The output of sewer pipe was slightly smaller in 1913 than in 1912, but prices were enough higher to bring the total volume of business up to the level of the preceding year. Advance orders are coming in slowly, but there is a better inquiry, and the outlook for the new year is bright. On account of the depression in the iron and steel trades in the last half of the year, the fire brick sales were below those of 1912, and there have been few advance orders received up to this time, but manufacturers as a rule are hopeful and consider that the prospects for the coming year are good. Less terra cotta was also manufactured in 1913 than in 1912, which was due to the decreased building operations, and the same is true of the output of building brick, but the business for the year was well up to the

average. Taking the clay industry as a whole, it is estimated that the output was about 5 per cent smaller than that of 1912, but prices were sufficiently high to bring the volume of business up to over \$4,000,000.

Notwithstanding the rapid strides in the automobile industry, St. Louis manufacturers of buggies report that the business for the year 1913 showed a substantial increase over that of 1912, and that this city has now outstripped Cincinnati as a buggy manufacturing center. This is attributed partly to the energy and aggressiveness of the manufacturers, and partly to the growth and expansion of the West and Southwest, of which this city is the trade center. The business in this line for the year is estimated at approximately \$10,000,000, and the outlook for 1914 is even better, as advance orders are coming in better than ever before, and manufacturers are very optimistic. The volume of business in automobiles was greater than in 1912, but owing to the steady reduction in prices, the value of the business was about equal to that of the preceding year. Advance orders are coming in slowly, and dealers refuse to express themselves in regard to the outlook for the new year.

There was a decrease in both the number and value of wagons sold in St. Louis last year, but the increase in the extent of trade territory was marked. St. Louis continues to occupy a prominent position, both as a manufacturing center and a distributing point for wagons, but owing to various causes there was a decreased demand nearly everywhere for both business and pleasure vehicles. The decrease in the value of the wagon business was more than made up by the increased volume of the buggy trade, and the total value of horse drawn vehicles handled by St. Louis manufacturers and wholesale dealers is estimated at about \$20,000,000, to which may be added approximately \$5,000,000 as the value of the automobiles handled, bringing the total business in vehicles up to \$25,000,000.

This city ranks as one of the leading distributing markets for all kinds of paper, and trade in this line is rapidly increasing. In the first half of the year there was a heavy increase in the volume of business, amounting to fully 10 per cent, but in the closing part of the year the falling off was so marked that the total increase for the entire twelve months was only about 5 per cent. In the manufacture of blank books, envelopes and other office supplies, the volume of business was only fair, but this was offset by the activity in other lines. Owing to her particularly favorable location, St. Louis enjoys a broad field of trade territory in this line and her manufacturers and jobbers have a large trade on the Pacific Coast as well as in all of the intervening states. Business for the new year is starting off rather slowly, as buyers are playing a waiting game, but practically all of the paper houses are optimistic in regard to the outlook for the year 1914.

The business in paints, oils, varnishes, white lead and other materials for the production of paint, which was transacted by St. Louis manufacturers and distributors for the year 1913 shows an increase of about

10 per cent over the business in these lines for 1912. In the opening months last year business was exceptionally good, and an increase was shown for the first nine months, but in the last three months of the year, owing to the decreased building operations, there was a material falling off in the number of orders. Advance orders are light, and the outlook for the coming year in these lines is doubtful. The erratic action of the pig lead market during the year tended to discourage manufacturers of white lead, and this tended to restrict business to some extent. Prices were less satisfactory than they were in 1912, but this city continues to maintain its prestige as one of the leading centers for the manufacture and distribution of paints, varnishes and the materials of which they are composed.

In the manufacture and distribution of soaps and candles, St. Louis barely held its own in the volume of business transacted in the year 1913 as compared with that of 1912. In the early part of the year there was a gradual increase, but in the latter part the volume of business declined until the previous gain was almost entirely lost. One of the contributing causes of the loss was the closing of one of the candle manufacturing plants, on account of litigation among the stockholders, and the antagonistic attitude of the city, which declared the plant a nuisance and ordered many changes made. It is estimated that the volume of business in these products for the year amounted to fully \$11,000,000. Advance orders are coming in very slowly, and it is difficult to determine the outlook for 1914.

The manufacture of photographic dry plates for the year shows an increase of fully 10 per cent over the business of the preceding year, and St. Louis continues to occupy next to the leading place in the production of photographic supplies. St. Louis was one of the pioneer cities in this industry, and the business has grown at a remarkable rate. There are four large companies who devote their entire attention to the manufacture of dry plates, and St. Louis dry plates are favorably known throughout the entire civilized world. These houses enjoy a particularly good business in England, Germany, Australia, Japan, South America, the Hawaiian Islands and Canada. It is estimated that fully \$2,500,000 worth of business in this line was handled by local manufacturers in the past year. The number of advance orders is reported to be very good, and the outlook for 1914 is very promising.

Manufacturers and jobbers in plumbers' supplies report that on account of the strength in the different metal markets in the early part of the year the volume of business in their line, which includes gas and steam fitters supplies as well, was no larger than that of the preceding year, as the high prices made buyers take hold in a hand-to-mouth fashion until the effect of the tariff uncertainty and the fear of financial legislation was felt, and then there was a marked decrease in the building operations which had a depressing effect. The impetus given to business in the closing months of 1912 was sufficient to make the sales in the early

part of the year show an increase, but in the latter part of the year this increase was completely wiped out, leaving the total volume for 1913 about the same as that of 1912. Buyers are still waiting, and the advance orders for the new year are smaller than usual. Notwithstanding this, however, a good volume of business is expected in 1914, although on account of the new tariff law, prices are expected to be somewhat lower.

In the manufacture and sale of glass of all kinds, plate, plain, ornamental, glass mirrors and bottles, St. Louis continues to maintain its position as one of the leading markets in the country, and it is estimated that the business for the year was approximately about 10 per cent larger than that of 1912. There were slight fluctuations in discounts during the year, but the general market closed strong. While the volume of business was extremely satisfactory, in the matter of profits the year fell below 1912. This was due largely to the uncertainty which preceded the passage of the tariff and currency bills. Much to the surprise of the trade, however, there has been no break in prices since the reduction in the tariff. As a whole the volume of business was below the record breaking business of 1907, but was above the average. Since the passage of the new tariff law, some of the manufacturers have actually advanced prices where a decline was predicted. Advance orders, that is, what are called stock orders, are coming in very slowly.

BANKS AND TRUST COMPANIES.

STATEMENT OF NOVEMBER 26, 1912, AND JANUARY 13, 1914.

| | 1912. | 1913. | Increase. | Decrease. |
|--------------------------|------------------|------------------|---------------|-----------------|
| ASSETS— | | | | |
| Loans..... | \$284,579,898 77 | \$232,209,978 87 | ..... | \$ 2,869,919 90 |
| Bonds and Stocks..... | 62,526,367 18 | 61,870,214 34 | ..... | 1,156,152 84 |
| Real Estate..... | 9,351,297 48 | 9,779,696 08 | \$ 428,398 56 | ..... |
| Cash and Exchanges..... | 107,882,641 88 | 108,423,464 16 | 540,822 78 | ..... |
| Totals..... | \$414,339,199 81 | \$411,783,848 40 | ..... | \$ 2,555,351 41 |
| LIABILITIES— | | | | |
| Capital..... | \$ 41,550,000 00 | \$ 42,150,000 00 | \$ 600,000 00 | ..... |
| Surplus and Profits..... | 88,894,840 22 | 38,063,171 13 | ..... | \$ 221,189 09 |
| Circulation..... | 16,996,282 50 | 16,544,632 50 | ..... | 451,750 00 |
| Deposits..... | 814,785,267 09 | 811,978,876 02 | ..... | 2,806,391 07 |
| Bond Account..... | 2,228,290 00 | 2,587,490 00 | 359,200 00 | ..... |
| Bills Payable..... | 400,000 00 | 459,278 75 | 59,278 75 | ..... |
| Totals..... | \$414,339,199 81 | \$411,783,848 40 | ..... | \$ 2,555,351 41 |

CLEARINGS FOR EACH YEAR SINCE ORGANIZATION OF THE
CLEARING HOUSE, SHOWING RATE PER CENT OF
INCREASE OR DECREASE.

| YEAR. | AMOUNT. | PERCENT. |
|-----------|-----------------------|----------|
| 1869..... | \$ 292,195,745 | |
| 1870..... | 387,407,729 + 33 | |
| 1880..... | 711,450,489 + 29.98 | " |
| 1881..... | 832,631,830 + 17.16 | " |
| 1882..... | 863,129,287 + 3.60 | " |
| 1883..... | 870,961,645 + 0.93 | " |
| 1884..... | 785,202,177 — 9.87 | " |
| 1885..... | 759,130,425 — 3.31 | " |
| 1886..... | 810,795,062 + 6.85 | " |
| 1887..... | 894,527,731 + 10.36 | " |
| 1888..... | 900,474,878 + 0.56 | " |
| 1889..... | 987,522,629 + 9.78 | " |
| 1890..... | 1,118,573,210 + 11.70 | " |
| 1891..... | 1,139,599,575 + 1.88 | " |
| 1892..... | 1,231,571,963 + 8.07 | " |
| 1893..... | 1,139,014,291 — 7.55 | " |
| 1894..... | 1,127,702,906 — 0.97 | " |
| 1895..... | 1,244,323,654 + 10.38 | " |
| 1896..... | 1,158,602,359 — 6.83 | " |
| 1897..... | 1,366,703,956 + 17.94 | " |
| 1898..... | 1,455,462,062 + 6.44 | " |
| 1899..... | 1,638,384,203 + 12.58 | " |
| 1900..... | 1,688,849,494 + 3.11 | " |
| 1901..... | 2,270,680,216 + 34.54 | " |
| 1902..... | 2,506,804,328 + 10.39 | " |
| 1903..... | 2,510,479,245 + 0.12 | " |
| 1904..... | 2,793,233,918 + 11.27 | " |
| 1905..... | 2,899,798,979 + 3.79 | " |
| 1906..... | 2,972,653,307 + 3.83 | " |
| 1907..... | 3,165,619,327 + 6.10 | " |
| 1908..... | 3,074,806,759 — 2.87 | " |
| 1909..... | 3,442,439,002 + 11.98 | " |
| 1910..... | 3,727,949,379 + 8.35 | " |
| 1911..... | 3,859,681,136 + 3.55 | " |
| 1912..... | 4,027,580,808 + 4.3 | " |
| 1913..... | 4,136,994,869 — 3.63 | " |

THE ST. LOUIS SHOE TRADE IN 1913.

From the Drygoodsman and General Merchant.

Record of 1913 is 27,880,729 Pairs Valued at \$53,531,764.42; Total Sales \$70,102,003.32.

Completed statistics of the business of the St. Louis shoe market for 1913 shows a remarkably gratifying state of affairs, especially in the light of the prevalent pessimism which existed in many parts of the country during a considerable portion of the year.

As reported by the manufacturers and jobbers of St. Louis to *The Drygoodsman* the total shipments for the year 1913 were \$70,102,003.32, a gain in value of \$5,491,862.01.

MORE PAIRS MADE ALSO.

During the year 1913, fifteen shoe manufacturers made 27,880,729 pairs of shoes valued at \$53,531,764.42, a gain for the year in manufacture of \$4,193,732.70. The increase in the number of pairs manufactured was 1,354,906.

The year also showed the effects of the increased cost of materials and labor for the average value of each pair of shoes manufactured by St. Louis houses rose from \$1.86 per pair in 1912 to \$1.92 per pair. In other words, about 3 per cent of the St. Louis gain was in increased value and 5 1/2 per cent in larger business.

There are some particularly interesting features of this development which cannot be commented upon in detail, because to do so would, in some degree, betray the confidence of those who have accorded to *The Drygoodsman* the courtesy of figures not given to the general public.

WHOLE INDUSTRY BENEFITED.

However, it can be said that as a whole the entire shoe producing industry of the city has made some notable gains and these have, to a very large extent, been made by the very largest houses in the city despite the impression frequently expressed that large houses ultimately reach a total which increases but slowly thereafter.

It is undoubtedly true that the "in-stock" department, which has been a St. Louis institution, has had much to do with the increase in the aggregate of the city's business.

FREQUENT ORDERING.

It has been possible for the rapidly growing Western and South-western territory to buy frequently, and in relatively smaller quantities, a condition which has made for greater prosperity on the part of the retailer, and which, although it has resulted in the big manufacturers

and jobbers carrying exceptionally heavy stocks on the floor, has not resulted in any disastrous judgments as to the character and style of footwear which will be in greatest demand.

As nearly as can be ascertained, the St. Louis manufacturers and jobbers carry constantly on hand, ready for shipment, not far from fourteen million dollars' worth of shoes, and from this immense immediate supply stock retailers have been able to draw with much more satisfaction than is possible under the future order system.

During the year the city has gained one manufacturing company, making a net total of fifteen manufacturing concerns.

The jobbing interests have lost one member, a relatively small house, which has not affected materially the jobbing total of shoes in St. Louis.

Four distributing agents in St. Louis represent Eastern manufacturers, and these add materially to the grand totals represented in the St. Louis shoe market's business for 1913, for their distribution handled from here is essentially St. Louis business so far as aggregates go and receiving territory is concerned.

Factory additions to the capacity of the St. Louis shoe industry include seven plants, the total number of factories now operating under St. Louis management being sixty-two, of which thirty-six are operated in St. Louis and the remainder in out-lying towns.

STYLE DEVELOPMENT.

During 1913 it has become even more strongly evident that St. Louis is taking an individual stand in high style development. For years St. Louis has been regarded as a producer of staple footwear principally, but about two years ago, it having become apparent that there was a wider field open to St. Louis houses particularly as a result of their "in-stock" equipment, some of the larger houses began the manufacture of shoes of higher quality and also of greater style novelty.

This movement has proven decidedly successful and it has become the fact that new fashions appear in the St. Louis shoe lines today as quickly as in the lines of any market, while many exclusive types are also presented by the local manufacturers.

Further, the St. Louis houses have developed much more actively in the past year than ever before their city trade and a considerably larger proportion of the selling force traveling out of St. Louis now makes only the larger cities, something that did not exist in the road work of St. Louis houses a few years ago.

THE AUTOMOBILE INDUSTRY.

By ROBERT E. LEE, Editor The Auto Review.

St. Louis has made great strides in the last three years in the automobile business and now stands in a much higher position than is generally understood by people who have not kept pace with our progress. That this is true can be judged by the fact that there were licensed in the State of Missouri during 1913, 38,139 automobiles, which was an increase of a little more than 10,000 machines over the license record of the year before. A corresponding increase was noted in the number of machines in use in the City of St. Louis. Here there were 9,789, which was an increase of about 3,000 for this city.

The significance of this lies in the fact that a larger percentage of this increase in the number of machines in use in Missouri, were sold from St. Louis and this does not cover all of the advance made in the trade here because nearly every agent for an automobile in St. Louis has for his territory the eastern half of Missouri, Southern Illinois and Western Kentucky and Tennessee. In all of this territory they have had a similar increase in the volume of their sales.

That the automobile is more and more a factor in the commercial life of the city and territory is being better recognized each day. It is the belief of all men in the automobile business, that eventually the horse will become an unusual feature of street or road traffic. Already the horse-drawn carriage, the coach or storm buggy is a curiosity in the larger cities and the horse-drawn commercial vehicle is being rapidly supplanted by the motor truck. Business houses find that the motor truck will do their hauling day in and day out, during sunshine or rain, in the heaviest snows and over the slipperiest streets without hesitation and on time, and in a much more speedy and economical manner than a horse-drawn vehicle. In fact it is the estimate of automobile men that a motor truck will do the same amount of work as three horse-drawn trucks.

In line with this development of the automobile, the number of trucks and delivery wagons in use in the city of St. Louis at this time has increased to about 900 and dealers and manufacturers confidently expect to sell 400 or 500 more during 1914. The truck and delivery wagons are being shipped to all of the cities and towns in this territory where they are giving satisfactory service. The pleasure automobile, gasoline or electric, is so well established that horses and horse-drawn rigs are no longer purchased for city use, and there are few farmers or residents of small towns in these days who are content with anything but an automobile.

In the City of St. Louis there are now 76 dealers and 6 manufacturers. These dealers represent and sell about 100 different makes of automobiles. Two of the manufacturers build pleasure cars of high grade of which every car is readily sold. Each of these manufacturers build about 1,000

cars per annum and both have attained to national reputation. Three factories here build motor trucks and delivery wagons, and have come into heavy sales for them. One of the pleasure car factories also builds trucks, and these trucks are being shipped to all parts of the country. An order has just been executed for 10 of these trucks for use in Cleveland, Ohio, and a St. Louis firm, a large department store, contracted for 26 of them the last part of 1913 with which their entire horse equipment was supplanted.

An important feature of the automobile industry is the location here of a number of branch distributing houses which have wide territories to supply going as far as the Gulf of Mexico, Texas and Kansas. One firm which has established a branch assembling factory in St. Louis at which, for the present about 10,000 automobiles will be assembled and shipped from here, and several others have branch distributing houses here.

A conservative estimate of figures, which have been recently gathered by the writer confidentially from the automobile interests in St. Louis, indicate that the total sales of automobiles from this market will approximate ten million dollars worth per annum. This does not include the heavy sale of accessories and supplies. Several large jobbing houses of accessories and supplies are located here and they cover a wide territory with their salesmen and catalogues, representing as they do in many instances, the exclusive agencies for the St. Louis territory, of various specialties. All of the large tire manufacturers also have branch houses here which supply the territory as far away as Mississippi and Louisiana and as far west as Oklahoma. One of these is the general distributor of its brands for all the southern and southwest states.

It is worthy of note that the Secretary of State of Missouri, who has a strong belief of the future of the automobile business in this market, has prepared for an increase in the number of licenses for 1914 of 10,000 more than 1913.

THE LUMBER INDUSTRY OF ST. LOUIS.

By WALTER D. DODD, Secretary, The Lumbermen's Exchange of St. Louis.

St. Louis is without doubt the greatest distributing lumber center of the world. While the poor crops during 1913 lessened the demand for lumber as it did for other commodities, there is that feeling that 1914 will prove a good year for this industry. While it is possibly too early at this date to prophesy what the next twelve months will bring, the outlook is very favorable.

Several important political matters have been settled, and there should be an easing up on the money market; money should become more plentiful, and there should be more building and a replenishing of depleted stocks at retail yards throughout the adjacent territory.

There are in St. Louis fifty-two retail yards that supply contractors and other retail buyers, and do a large shipping business with retail dealers in eight or ten nearby states.

The total amount of lumber carried by these yards is 126,000,000 feet, having an estimated value of \$3,200,000, which gives the buyers a splendid stock of the best of lumber to pick from, and quick deliveries can be made, for St. Louis enjoys wonderful railroad facilities for handling these shipments. One can hardly conceive the enormity of 126,000,000 feet of lumber, but if it were to be stacked in one pile without stripping, it would make a stack large enough to cover four good sized city blocks to a height of 350 feet, or higher than any building in St. Louis.

The great advantage of complete stocks on hand, properly dried and manufactured, is of great benefit to the consuming trade. The large stocks of woods kept in these yards emphasizes the importance of St. Louis as a distributing center. Dealers having yards in adjacent states find it advantageous to order mixed cars from this market, because they have the absolute assurance that they can get exactly what they want at satisfactory prices, and without aggravating delays.

St. Louis is represented in a wholesale and a jobbing way in the lumber industry by no less than 144 concerns making their headquarters in this City. The total capital employed in these larger jobbing operations approximates close to \$35,000,000.

During 1913 there was received by rail 208,464 cars of lumber, or approximately 3,335,424,000 feet. This is allowing 16,000 feet to a car, which at the present time is a bit short of the average carload. This as against 2,909,872,000 feet for 1912, or a gain of 425,552,000 feet for 1913. The rail receipts for 1911 were 2,865,216,000 feet, there being a gain in 1913 of 470,214,000 feet over the receipts of 1911, while 1912 over 1911 was 44,656,000 feet, showing that the gain of 1913 over 1912 was practically ten times as great as 1912 over 1911.

The following is a comparative statement of receipts of lumber at St. Louis during the years 1913 and 1912, expressed in carloads by rail and feet by river, as compiled by the Merchants' Exchange:

| | 1913. | | 1912. | |
|--------------------|----------------|-----------------|----------------|-----------------|
| | Rail. Cars. | River. Feet. | Rail. Cars. | River. Feet. |
| January..... | 16,137 | ..... | 10,476 | ..... |
| February..... | 17,757 | ..... | 13,729 | ..... |
| March..... | 18,290 | 64,000 | 13,769 | ..... |
| April..... | 16,725 | ..... | 12,767 | ..... |
| May..... | 20,326 | 85,000 | 18,195 | ..... |
| June..... | 17,816 | 98,000 | 17,661 | 34,000 |
| July..... | 16,371 | 153,000 | 16,023 | 51,000 |
| August..... | 18,402 | 164,000 | 18,114 | 62,000 |
| September..... | 17,531 | 133,000 | 16,347 | 206,000 |
| October..... | 18,030 | 41,000 | 16,295 | 64,000 |
| November..... | 14,432 | 28,000 | 13,981 | 43,000 |
| December..... | 16,647 | 64,000 | 14,510 | 6,000 |
| Totals..... | 208,464 | 830,000 | 181,867 | 466,000 |

Reducing the carloads by rail to feet, calling 16,000 feet a carload, the rail receipts would be 3,335,424,000 feet against 2,909,872,000 feet in 1912, adding the receipts by river the total would be 3,336,254,000 feet in 1913, and 2,910,338,000 feet in 1912.

Shipments were as follows:

| | 1913. | | 1912. | |
|--------------------|----------------|-----------------|----------------|-----------------|
| | Rail. Cara. | River. Feet. | Rail. Cara. | River. Feet. |
| January..... | 10,339 | | 7,584 | |
| February..... | 11,219 | | 9,230 | |
| March..... | 12,650 | 98,000 | 9,879 | |
| April..... | 14,301 | 54,000 | 10,092 | 100,000 |
| May..... | 14,970 | 88,000 | 12,717 | 112,000 |
| June..... | 13,180 | 64,000 | 13,137 | 72,000 |
| July..... | 12,655 | 38,000 | 12,666 | 212,000 |
| August..... | 12,729 | 107,000 | 13,305 | 157,000 |
| September..... | 12,762 | 161,000 | 11,168 | 97,000 |
| October..... | 11,996 | 121,000 | 11,210 | 88,000 |
| November..... | 11,730 | 81,000 | 9,203 | 37,000 |
| December..... | 11,278 | 88,000 | 9,910 | 70,000 |
| Totals..... | 149,751 | 895,000 | 130,201 | 945,000 |

The lumber movement in and out was:

| | 1913. | 1912. |
|----------------------|---------------|---------------|
| Receipts, feet..... | 3,336,254,000 | 2,910,338,000 |
| Shipments, feet..... | 2,396,911,000 | 2,084,161,000 |

REAL ESTATE.

From Annual Report of JOHN J. DOWLING, Secretary
St. Louis Real Estate Exchange.

With the tariff question and the currency bill settled, 1914 promises to be a banner real estate year, as the people, who heretofore have invested heavily in stocks and bonds, now are investing their surplus in St. Louis real estate. Good evidence of this is that at present good real estate loans are scarce and good business corners in demand.

The year 1914 will prove an excellent subdivision year, as numerous agents on realty row are making preparations to place their subdivisions on the market in the early spring. These subdivisions, it is said, will be sold to the builders of moderate-priced homes. In the last year several high-class subdivisions have been developed and practically every lot sold.

St. Louis has some of the finest apartment houses in the country. It is the practice of the apartment house builders to try to outdo one another, consequently one can hardly tell what is going up next. The latest improvement in the apartment house line is one now being built with refrigerating service to furnish cool air not only to cool the icebox,

but to cool the individual rooms. So, in the future the tenant will be served with heat in winter and cool air in summer. It is the intention of the owners of these apartment houses to make life in St. Louis a Paradise.

Few, if any, of the property owners in St. Louis, and, in fact, few of the agents, realize the tremendous force that the Real Estate Exchange exercises on matters of public importance and public welfare.

It was due largely to the efforts of the Real Estate Exchange that the increase in the tax rate was defeated. The City Comptroller wished to increase the taxes from its present rate of \$2.22 per \$100 to \$2.35. Ten cents of this increase was to be used for the completion of the highway, or street car, approach to the municipal (free) bridge, and the 3 cents increase to be used to pay the increased salaries voted by the last Municipal Assembly.

The Board of Directors of the Real Estate Exchange adopted a resolution favoring the Reber approach for the municipal bridge. This resolution advocated a bond issue in the spring and an educational campaign to enlighten the public on the necessity of the rapid completion of the free bridge.

Another problem that confronted the Exchange during the last year was the mortgage tax question. A movement was on foot to force the owner of mortgage loans to file a statement with the Assessor for taxation which would naturally injure the loan business. The Exchange endeavored to have the State Legislature, at its last session, pass a recording tax on mortgages, but were unsuccessful. Had this become a law, the borrower would pay the recording tax, and consequently would make real estate loans free from taxation and an excellent investment.

Recently a State federation of real estate men was organized at Sedalia, Mo. The object of this organization is to assist the good roads cause and to get the cooperation of the property owners and agents of the State in legislative matters. About fifty members of the St. Louis Exchange belong to this Association.

An auxiliary of the Real Estate Exchange was organized recently, the Salesmen's Association of the Real Estate Exchange. This Association comprises men who are employed as salesmen by members of the Exchange. It holds regular weekly meetings, at which numerous listings of property changes hands, through which many deals have been consummated.

As usual, the Exchange, during the last year, has sent delegations to visit other cities to get such information as would benefit the real estate conditions in St. Louis. Among these trips was one to Western Canada, where was the convention of the National Association. About twenty delegates from St. Louis were greatly enlightened by the vast improvements in this country. Particularly was their attention called to the

entire elimination of grade crossings in these "made-to-order" cities. Other interesting features were the municipally owned street cars, electric light plants, waterworks, etc.

Another trip which proved educational was one by twenty-five delegates to Kansas City, Mo., where they were entertained by the Kansas City real estate men, and taken for long drives over the beautiful boulevards and driveways. On their return to St. Louis the president of the Exchange appointed the Committee on Public Reservation and Outer Park System.

This Committee is working hard to accomplish the building of a parkway skirting the city with the reservations along it. The plan is to have a central boulevard extend from the Chain of Rocks around the city to Meramec Highlands, and thence to Jefferson Barracks, and a riverside drive from Jefferson Barracks to the Chain of Rocks. If this plan is carried through St. Louis would have a boulevard system such as the Cliff Drive of Kansas City, the Lake Shore Drive of Chicago, and the Riverside Drive of New York.

Recently a committee was appointed by the Exchange to advertise the advantage of St. Louis real estate investments. The committee has met with great success in the solicitation of funds for this purpose. There will be no particular property advertised, only a general campaign of publicity on real estate as an investment.

Many new industries from other cities were located in St. Louis in 1913. No better evidence of a city's commercial growth can be shown than this. More than forty concerns located in other states and cities have come to St. Louis.

Another evidence of the commercial growth of St. Louis during the past year is shown in the large number of corporations organized, the total value approximating more than eight and a half million dollars.

The total assessed valuation of real and personal property for the last five years in St. Louis is shown in the following table:

| Year. | Real Estate. | Per. Property. | Total. |
|-----------|---------------|----------------|---------------|
| 1909..... | \$411,833,860 | \$ 92,729,670 | \$504,563,530 |
| 1910..... | 527,332,600 | 105,729,53 | 533,062,130 |
| 1911..... | 441,854,410 | 96,657,070 | 538,511,480 |
| 1912..... | 463,207,070 | 99,462,730 | 562,669,800 |
| 1913..... | 470,765,270 | 94,213,460 | 564,981,730 |

Rate of taxation on the \$100 valuation: State, 19 cents; school, 60 cents; city, \$1.43; total, \$2.22.

TRANSFERS.

| Month. | No. | 1912 Amount. | No. | 1913 Amount. |
|----------------|--------|-----------------|--------|-----------------|
| January..... | 913 | \$ 3,009,329 | 970 | \$ 1,575,420 |
| February..... | 910 | 1,985,481 | 1,000 | 1,513,263 |
| March..... | 1,134 | 2,651,404 | 1,096 | 2,208,697 |
| April..... | 1,067 | 1,769,158 | 1,146 | 2,543,120 |
| May..... | 1,377 | 2,983,333 | 1,233 | 1,989,251 |
| June..... | 1,198 | 2,060,118 | 1,137 | 1,682,902 |
| July..... | 1,325 | 2,172,002 | 1,236 | 2,007,808 |
| August..... | 999 | 1,702,759 | 1,088 | 1,645,413 |
| September..... | 960 | 1,694,746 | 1,122 | 1,370,004 |
| October..... | 1,215 | 1,839,720 | 1,205 | 1,341,247 |
| November..... | 1,540 | 1,339,844 | 995 | 1,589,435 |
| December..... | 1,275 | 2,189,560 | 1,094 | 3,337,001 |
| Total..... | 13,913 | \$25,207,455 | 13,352 | \$ 22,803,561 |

DEEDS OF TRUST.

| Month. | No. | 1912 Amount. | No. | 1913 Amount. |
|----------------|--------|-----------------|--------|-----------------|
| January..... | 902 | \$ 2,788,902 | 852 | \$ 3,178,986 |
| February..... | 919 | 2,919,975 | 897 | 2,239,455 |
| March..... | 1,076 | 3,106,496 | 963 | 3,061,112 |
| April..... | 1,099 | 4,465,731 | 1,114 | 4,210,275 |
| May..... | 1,444 | 4,489,750 | 1,179 | 4,312,071 |
| June..... | 1,448 | 3,570,570 | 1,145 | 3,767,075 |
| July..... | 1,481 | 4,264,354 | 1,139 | 2,832,066 |
| August..... | 995 | 5,623,154 | 1,051 | 2,608,682 |
| September..... | 954 | 2,226,488 | 1,026 | 202,401,793 |
| October..... | 1,238 | 4,751,191 | 1,076 | 2,841,890 |
| November..... | 986 | 4,907,028 | 948 | 8,199,578 |
| December..... | 1,074 | 5,376,553 | 940 | 3,079,020 |
| Total..... | 13,606 | \$48,986,232 | 12,330 | \$242,732,003 |

REAL ESTATE TRANSACTIONS.

| | Transfers. | Deeds of Trust. | Building Permits. |
|-----------|--------------|--------------------|----------------------|
| 1900..... | \$19,221,943 | \$ 18,125,167 | \$ 5,915,984 |
| 1901..... | 35,021,095 | 29,476,661 | 13,207,991 |
| 1902..... | 45,123,135 | 28,349,628 | 12,854,035 |
| 1903..... | 51,165,625 | 36,117,878 | 14,544,430 |
| 1904..... | 42,289,256 | 27,703,576 | 14,075,794 |
| 1905..... | 79,498,331 | 57,179,898 | 23,434,564 |
| 1906..... | 65,663,880 | 52,650,088 | 29,938,693 |
| 1907..... | 58,268,969 | 45,793,259 | 21,893,137 |
| 1908..... | 39,866,644 | 43,651,718 | 21,190,369 |
| 1909..... | 39,017,802 | 53,275,635 | 23,656,467 |
| 1910..... | 37,441,994 | 44,093,318 | 17,845,648 |
| 1911..... | 30,906,700 | 167,857,512 | 18,607,556 |
| 1912..... | 25,207,455 | 48,986,233 | 20,675,804 |
| 1913..... | 22,803,561 | 242,732,003 | 15,950,524 |

FURNITURE.

By GEO. T. PARKER.

Few of the years in the last decade have been as erratic in the furniture business as that of 1913. The uncertainty of the tariff and currency measures had the effect of unbalancing conditions at different times, and in different sections of the St. Louis trade territory. Crop conditions, too, being good in one locality and poor in another, affecting the trade accordingly.

Prices for the early part of the year stiffened up, because of the advance in cabinet woods, but when the spring yield of many factories failed to move, price had to suffer. From the most authentic sources the total output of St. Louis made furniture reached \$4,000,000.00, which compared well with previous years.

Not all of the furniture sold in St. Louis is made by her own factories, so that in addition to the St. Louis made goods there was jobbed and retailed upwards of \$17,000,000.00 of furniture and allied lines.

There has been several additional factories in the mattress and bedding line, this having become a most important city for this product. Chair and wood-working factories have reorganized and brought their facilities and output up-to-date so that the total factories of furniture and kindred lines remain near the half hundred mark.

The great coffin and casket factories have been kept busy, their product in quantity exceeding that of the preceding year, their dollar output being about \$3,000,000.00. The car seat works have added new fields to their list of sales, foreign countries taking liberally of this specialty. The United States railroads continually adding to their chair car equipment, this being almost the only country providing this comfort for long travel.

The woods used mainly in the manufacture of furniture are Oak, Gum Birch and Poplar, Mahogany, Circassian Walnut and Maple entering into the uses of the higher grades. Quartered Oak has found many new admirers, because of the beauty possessed in color and surface which have been featured by the retail stores. Period styles have sold well, adapting themselves to the new decorative schemes. The advent of the Enameled Suits for both bed rooms and living rooms have been pronounced and they bid fair to continue in favor.

A new High Grade furniture house made its bow early in the year, adding prestige to the retail market, and the enlargement of two department store furniture departments has increased the floor space used, if not sales.

Office Furniture has been forging to the front in sales and quantity carried and the qualities have been bettered and many new devices for convenience introduced.

The Furniture Exposition continues its all-the-year displays for out of town trade, attracting many buyers, as it has done for the past fifteen years.

The Furniture Board of Trade now in its twenty-fifth year continues its great usefulness by a "getting together" of the dealers and manufacturers and continuously heralding "Made in St. Louis Furniture."

This organization has assisted in improving the car service for both L. C. L. and C. L. shipments. The result has been smaller stocks carried by the country dealers and more frequent "fill in orders." "Shoddy" furniture has largely been relegated to the past, the country home now demanding articles made in good design.

The City factories employ over 5,000 hands. The amount paid in wages to factory workers and those engaged in the jobbing business approximates about \$2,000,000.00 annually.

St. Louis houses are showing a desire for reaching out for the foreign trade, the Gulf Barge Line and South American S. S. enterprises eliciting much interest.

The trade with Mexico, which in times of peace is considerable, has amounted to but little for 1913.

Prospects for 1914 are flattering and a season of activity is looked for.

ST. LOUIS 1913 DRY GOODS MARKET.

By ALEX. C. SMITH, Merchandise Editor, The Drygoodsman.

Dry goods buyers generally report a cleaner business for 1913 than for the previous year. Conditions were such that they were forced to exercise more than usual vigilance in the preparation of stocks and extraordinary care in their distribution. As a consequence, they find themselves, at the end of the year, with lighter stocks on hand and with fewer obligations.

Retail buyers have been holding their purchases well within safe limits throughout the year because of anticipated revaluations of goods, and while this action has militated against the widest possible distribution of goods, it may be said that jobbers and retailers both are better off from a profit standpoint than if they had had a free hand to carry on a speculative business.

St. Louis jobbers have encouraged retailers to buy on the hand-to-mouth principle, and this sort of buying has been going on for the past five or six years, completely to the satisfaction of retailers who have made the discovery that a small active stock is infinitely better from the profit standpoint than a large stagnant one.

Local houses have also been encouraging retailers to make the widest possible use of the parcel post as an offset to the use of it made by their outside competition—the mail-order houses, and the parcel post has also greatly aided in the matter of getting quick action on lines of which the retailer found it advantageous to buy sparingly.

The advantage to the jobber, of course, is evident in an improved condition in collections and in the fact that on some lines at least he also

can afford to visit the market oftener for replenishment of stocks. When it was the case that he had to anticipate a whole season's demand on goods that carried a more or less fashion value, he never could be sure of his ground and, actually as often as not, made the mistake of over-buying.

St. Louis jobbers, as well as those of the entire country, have had many unusual experiences to record during 1913. First to combat the conditions arising out of the advent of a new national political administration, the making of material changes in the laws most vitally affecting the business of the country, and the currency and the tariff laws.

Notwithstanding the fact that the prevailing opinion throughout the country approved at least some changes in the directions contemplated by the party in power, the prospect of a more or less radical change naturally unsettled things and had the effect of checking business in all lines.

The contemplated political changes, however, it is now evident, would have had very little effect on trade and the South and Southwest, if the Spring crop promise had materialized in the harvest.

Unfavorable weather conditions in spots had the effect of a wet, or at least a damp blanket on optimism where these conditions prevailed, with the result that while satisfactory gains were made in St. Louis houses over the sales of 1912, with few exceptions, these gains were not remarkably large.

Reports are coming in since the end of the year inventory of the smallest stocks carried for years, and this applies even to men's clothing and women's garments, on account of the unusual weather conditions which prevailed throughout the entire Fall.

St. Louis jobbers, along with others throughout the country, have, during the past year, swung into line on the manufacturing end, and to such an extent has this been developed that already in some lines their factories are among the largest in the world.

Besides this, jobbers are finding it to their advantage to buy the entire product of mills which make goods particularly suited to their individual needs and as a consequence we hear of a jobbing house buying the product of a mill making brown or bleached cottons; another that of a mill which makes a certain line of woolen serge; a third the product of a lace mill; a fourth the output of an upholstery mill and so on. The jobber thus is placed in a position to stand behind the goods he sells, both as the guarantor of the deliveries and of products.

They are also able to produce individual merchandise, without the fear that their competitors will have it just as soon as they themselves, something they could never be sure of before. Jobbers have to keep in very close touch with the mills, for the reason that a great proportion of their purchases are made to their order, many mills, in fact, having practically discontinued making goods for stock.

Important local developments in manufacturing plants for the turning out of a wide variety of merchandise have been pushed to completion

during the year and as a result the South, West and Southwest are looking to St. Louis today for shirts, muslin underwear, shoes, etc., and this influence is tending toward the rapid confining of Western trade to Western territory. This is the reason why it is possible for the Western half of the United States to report trade conditions different from those of the Eastern.

A most encouraging feature in connection with the year's business, dwelt upon by every jobber interviewed, is to be found in the fact that throughout the trade there has been an undertone of confidence, which manifested itself in a preference for better qualities of goods. This was perhaps one of the main reasons why profits held up, notwithstanding somewhat restricted distribution and a smaller yardage sale.

The silk situation throughout the year was a particularly trying one on account of strikes, which put several of the most desirable fabrics out of the market. The total business, however, rounded out very satisfactorily, because St. Louis houses anticipated very largely.

The growing tendency on the part of silk manufacturers, more apparent during 1913, to sell their goods first and make them up afterwards, was the occasion for a reversal of buying habit on the part of the jobbers, but they experienced no trouble in making the proper adjustments, and agree that all parties concerned will be much better off as this plan develops, primarily for the reason that there will be no large left-over stocks to be auctioned off at the end of the season.

Increased cost of production sent prices on linens higher than throughout 1912. Almost every one of the factories that usually contribute to hardening of prices took effect in these lines, through 1912 and 1913, and although no one of them was of great importance, individually, taken collectively, they were of very great importance, compelling manufacturers to face a very serious situation.

Dry goods trade conditions in St. Louis and throughout the South and Southwest for the past year, although spotted here and there with discouraging features, have been, in the main, favorable, some things coming in to offset an actual loss in consumption—notably the retail demand for better goods and the insistency in holding away from slaughtering of prices in desirable goods.

Retail merchandising methods in widespread circles had been revised during the year to conform to new ideas which were the direct outgrowth of knowledge acquired during a considerable period of conservative buying, which experience has proved to merchants the possibility of cleaner and more profitable business through the carrying of smaller stocks more frequently renewed.

St. Louis jobbers have summed up the year 1913 considerably ahead of expectations and are looking forward to a constructive period, even while many merchandise changes are likely to occur under the influence of competition from abroad, changes which as yet cannot accurately be forecast.

MANUFACTURING INDUSTRIES OF ST. LOUIS FOR 1913.

By JOHN T. FITZPATRICK, Commissioner State Bureau of Labor.

In three years St. Louis gained \$17,981,438 in total value of manufacturing, according to figures made public by Commissioner John T. Fitzpatrick, of the Missouri Bureau of Labor Statistics. Tentative figures covering the manufacturing of St. Louis for 1912 indicate that the total was \$345,657,438. Federal figures of 1910, covering the manufacturing of 1909, gave the total worth of that year as \$327,676,000. The 1912 gain over the manufacturing in 1911, which was a record-breaking year, was \$4,822,245. For 1911 2842 establishments were considered, the total output being worth \$3340,835,193. For 1912, only 2585 are considered, those omitted being the smaller ones, which either failed to send in reports or had output worth less than \$500.

As splendid as this showing is for St. Louis, it would be still better had all tobacco manufacturers and some brewers made returns covering the "selling value" of their products instead of the "factory value." It took a year to collect and compile the manufacturing total of the 2585 establishments included in the table which follows:

| | |
|---|---------------|
| Total value of goods manufactured..... | \$345,657,438 |
| Value of materials and supplies used..... | 196,255,770 |
| Total paid in salaries and wages..... | 70,698,296 |
| Paid for rent, taxes and insurance..... | 18,267,134 |
| Miscellaneous disbursements..... | 24,249,814 |

Employees—Male, 86,903; female, 25,564; Total, 112,467.

Number of proprietors of firms and partnerships not incorporated, 1470 males, 130 females.

| | |
|---|---------------|
| Total capital invested..... | \$210,794,199 |
| Value of grounds and buildings..... | 59,616,163 |
| Value of machinery, fixtures, tools, etc..... | 53,637,508 |

SHOE FACTORIES EMPLOY 13,027.

When the returns of 2585 manufactories of St. Louis are analyzed, the indications are that the 1912 profits were at least \$36,185,424, which is a little in excess of 10 per cent. Since "factory value" was furnished by some tobacco manufacturers and brewers there is reason to believe the earnings are much larger.

The boot and shoe industry is the largest of the ninety separate classifications into which the manufacturing of St. Louis is divided by Supervisor of Statistics, A. T. Edmondston, of the Missouri Bureau of Labor Statistics. The output of 1912 for thirty-four factories was worth \$35,865,221. Thirty establishments in 1911 report manufacturing worth \$33,887,893. The Federal census of 1910, covering 1909, gives the value of the output for that year as \$33,970,000.

The 1912 capital invested was \$17,336,522; 1911, \$9,520,520; 1909, \$10,563,000, covering thirty-three establishments. Paid out in salaries and wages: 1912, \$7,754,662; 1911, \$7,354,934; 1909, \$7,161,000. Number of employees: 1912—male, 8369; female, 4658; total, 13,027; 1911—male, 8584; female 4666; total, 13,250; 1909—males and females, total, 13,003.

Packing houses come next in order with an output for 1912 worth \$25,007,634, with seventeen establishments considered. The 1911 output had a valuation of \$26,272,601, eighteen establishments considered, and in 1909, twenty-four establishments considered, had an output worth \$26,601,000. There was paid in salaries and wages: 1912, \$1,222,010 to 1877 males and 71 females; 1911, \$1,010,159 to 1758 males and 70 females; 1909, \$1,241,000 to 1780 male and female toilers. Capital invested: 1912, \$4,283,890; 1911, \$3,064,708; 1909, \$5,598,000.

BREWERIES EMPLOY 6188.

Breweries, numbering twenty-three, for 1912 reported an output worth \$22,419,289; 1911, the same establishments, \$24,118,763; 1909, same establishments, \$23,147,000. Capital invested: 1912, \$36,671,372; 1911, \$34,370,377; 1909, \$34,748,000. Paid in wages and salaries: 1912, \$4,869,959 to 5880 males and 308 females; total employees, 6188; 1911, \$4,896, 806 to 5703 males and 304 females; total employed, 6007; 1909, \$4,416,000 to 5373 employees, male and female. Cost of raw Material: 1912, \$6,397,274; 1911, \$7,042,371; 1909, \$6,474,000. Paid for rent, taxes, insurance: 1912, \$4,496,682; 1911, \$4,558,847; 1909, \$7,895,000, which figures for the latter year include all miscellaneous disbursements.

Miscellaneous disbursements: 1912, \$3,681,485; 1911, \$4,261,844. The miscellaneous disbursements of 1909 are included under the head of rent, taxes and insurance given above.

The output of beer in 1909, 1911, 1912, by barrels, for the Eastern District of Missouri, probably nine-tenths of which belongs to St. Louis, was: 1909, 3,341,967 barrels; 1910, 3,641,942; 1911, 3,622,858; 1912, 3,606,141.

The 1909 output of beer for St. Louis was 364,184 less than of 1912, and yet the returns, covering the worth, to the Federal authorities aggregated \$23,147,000 or \$728,000 more than in 1912. The difference suggests that one or more breweries gave "factory" instead of "selling" value. If about \$1,500,000 was added to the 1912 figures the total would probably do the the industry more justice than the present figures do.

ST. LOUIS TOBACCO CENTER.

Six tobacco factories for 1912 reported an output of \$21,316,330; amount for 1911, eight establishments, \$21,244,842. There is no direct way of comparing with the Federal tobacco manufacturing of 1909, since the federal figures include cigar making, an industry which is handled separately by the Missouri Bureau of Labor Statistics.

In 1912 six tobacco factories employed 2169 males and 1468 females, who drew \$1,383,444 in salaries. The capital invested was \$2,311,291. There was paid out in taxes and insurance \$5,850,805.

The strides that manufactured tobacco has made in Missouri since 1909, with five-sixths of the industry in St. Louis, can better be told by the quantity of pounds produced in 1909, 1911, 1912. The total for 1909, plug, smoking, twists and snuff, was 74,784,412 pounds; 1910, 75,032,718; 1912, 73,220,418.

Cigar factories to the number of 208 for 1912, reported an output worth 1,596,205. They gave employment to 691 male and 75 female toilers. When the cigar output value is added to that of the tobacco and manner in which the Federal authorities handled both industries, the aggregate worth for 1912 was \$22,912,535.

In 1909, according to the information the tobacco and cigar manufacturers of Missouri furnished the Federal authorities, the output was worth \$30,884,000. The cigar manufacturing industry has increased in value and quantity since then. The falling off, therefore, must be for plug and other varieties of manufactured tobacco.

The decrease of the output in pounds, 1909, compared to 1912, is only 1,534,000 pounds, worth approximately \$660,000. If the Federal figures of 1909 are correct, then some tobacco manufacturers furnished the "factory" and not the "selling" value. A difference in favor of the industry for St. Louis in 1912 of over \$8,000,000.

The output of nine car shops for 1912 was worth \$19,582,231 and for 1911, eight establishments, \$15,997,630. This industry in 1912 gave employment to 7894 males and 59 females, who were paid \$4,404,332 in salaries and wages. For 1911, 7264 males and 47 females drew \$3,379,703.

EMPLOYEES OF OTHER INDUSTRIES.

Other St. Louis industries, which in 1912 employed over 1000 toilers, each with an output exceeding \$5,000,000, were:

Foundries and Machine Shops: Value of output, \$11,791,510; employees, 7300 male and 132 females.

Grocers' Sundries: Value of output, \$11,791,510; employees, 1120 males and 1032 females.

Carriages and Wagons: Value of output, \$6,347,352; employees, 2404 males and 85 females.

Bags, Bagging: Value of output, \$7,667,143; employees, 363 males and females.

Bakeries: Value of output, \$8,077,956; employees, 1978 males and 701 females.

Clothing, Men's: Value of output, \$1,804,922; employees, 1971 males and 2438 females.

Copper, Brass: Value of output, \$5,136,346; employees, 950 males and 21 females.

Drugs, Chemicals: Value of output, \$9,981,593; employees, 1313 males and 84 females.

Furniture: Value of output, \$5,508,292; employees, 2544 males and 139 females.

Light, heat and power has invested the largest capital of any St. Louis industry, the amount being \$66,395,055. The receipts, 1912, were \$9,183,245; employees, 2384 males and 240 females, who were paid \$1,763,454 in salaries and wages.

Printing, Binding and Publishing Industry: Value of output, \$14,432,722; employees, 4911 males and 1439 females; paid in salaries and wages, \$7,579,230.

Stoves, Ranges: Value of output, \$7,370,395; employees, 2,418 males and 55 females; paid in salaries and wages \$1,202,452.

Tin, Sheet Iron, Galvanized Iron Ware: Value of output, \$6,385,641; paid in salaries and wages, \$1,202,452; employees, 2218 males and 295 females.

Liquors, Rectifying, Blending: Value of output, \$6,221,721; employees, 401 males and 34 females; salary and wages, \$505,235.

Paints, Varnishes, Etc.: Value of output, \$7,004,179; employees, 930 males and 61 females; salaries and wages, \$799,858.

The industries with an output for 1912 worth \$1,000,000 or over follow: Automobiles, bicycles, awnings, tents and canvas goods; bank, office and store fixtures; boilers and tanks; boxes, paper; boxes, wooden; brick, tile; candy, confections; canning, preserving; clothing, women's; coffins, caskets; cooperage; creameries; electrical apparatus; flour, feed, meal; food preparations; furnishings, men's and women's; glass; harness, saddles; ice; iron, structural, architectural; leather goods; millinery; oils, grease; photographic supplies; planing mills; rope, twine; smelters; soap, candles, glue; stationery supplies; stone, marble; trunks, bags and valises and wire goods.

ST. LOUIS MUNICIPAL AFFAIRS.

For the fiscal year ending April 7th, 1913. From the Report of
B. J. TAUSSIG, Comptroller.

CONDITION OF THE TREASURY.

As shown by the consolidated statement, the cash balance in the treasury on April 7, 1913, was \$7,587,082.17. Adding to this balance \$444,518.17, representing uncollected special tax bills for the opening and sprinkling of streets, etc., gives a total of \$8,031,600.34. Against this amount must be charged the balance standing to the credit of special funds and accounts, which is \$6,369,988.72, leaving the unappropriated surplus of \$1,661,611.62 shown above.

RECEIPTS.

| | | |
|---------------------------------------|-----------------|-----------------|
| Interest and Public Debt Revenue..... | \$ 2,769,618.44 | |
| Municipal Revenue..... | 10,747,942.16 | |
| Water Works Revenue..... | 3,873,658.82 | |
| Harbor Fund..... | 151,031.83 | \$17,542,251.25 |

APPROPRIATIONS AND TRANSFERS.

| | | |
|--|-----------------|-----------------|
| From Interest and Public Debt Revenue..... | \$ 2,528,421.50 | |
| From Municipal Revenue..... | 10,315,272.08 | |
| From Water Works Revenue..... | 2,971,279.23 | |
| From Harbor Fund..... | 65,666.82 | \$15,880,639.63 |

Unappropriated Balance..... \$ 1,661,611.62

The distribution of this unappropriated balance among the various funds was as follows:

| | |
|---------------------------------------|---------------|
| Interest and Public Debt Revenue..... | \$ 241,196.94 |
| Municipal Revenue..... | 432,670.08 |
| Water Works Revenue..... | 902,379.59 |
| Harbor Fund..... | 85,365.01 |

Total..... \$ 1,661,611.62

SINKING FUND.

During the year 1912-1913 the sum of \$1,507,280.88 was placed to credit of the Sinking Fund accounts out of Current Revenue; and \$2,044,875.75 was drawn therefrom to pay for maturing bonds and bonds purchased prior to maturity. The balance in the treasury to credit of sinking fund accounts at this date is \$1,936,258.39.

BONDED DEBT.

The bonded debt of the city at the end of the fiscal year 1911-1912 was \$25,856,690.50. During the year \$1,155,000.00 of bonds matured, all of which were redeemed and canceled out of the Sinking Fund. There were also purchased and canceled out of the World's Fair Sinking Fund, \$70,000.00 of 3¼ per cent bonds maturing April 1, 1922, for \$65,647.00, effecting a saving, exclusive of interest, of \$4,353.00; also purchased one \$1000.00 Water Bond, maturing June, 1927, for \$960.00; also purchased \$824,000.00 Public Building and Public Improvement Bonds, maturing July 1, 1928, and October 1, 1929, at par, thus reducing the bonded debt \$2,050,000.00 during the year.

TAXATION.

The assessed valuation of real and personal property for the taxes of 1913 will be approximately \$564,301,670.00, exclusive of the assessment by the State Board of Equalization on railroad, bridge, telegraph, express and street railway property, which is estimated at \$37,000,000.00.

VALUATIONS.

The valuation for the years 1912-1913 and 1913-1914, are as follows:

| | 1913. | 1912. |
|---------------------------------|-------------------------|-------------------------|
| Land and Improvements..... | \$470,179,950.00 | \$463,351,050.00 |
| Personal Property..... | 94,121,720.00 | 99,325,030.00 |
| Property of Railroads, etc..... | *37,000,000.00 | 36,350,132.00 |
| | <u>\$601,301,670.00</u> | <u>\$599,026,212.00</u> |

*1913 assessment is estimated.

TAX RATES.

City \$1.43; State \$0.19; School \$0.60.....\$2.22

POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

| | | | |
|------------|---------|---------------------------------|---------|
| 1880 | 5,000 | 1886 | 904,824 |
| 1890 | 5,863 | 1870—United States Census..... | 310,887 |
| 1893 | 6,897 | 1880—United States Census..... | 850,532 |
| 1896 | 8,516 | 1886—Estimated | 400,000 |
| 1897 | 12,040 | 1888—“ | 450,000 |
| 1899 | 16,408 | 1890—United States Census..... | 461,772 |
| 1894 | 24,140 | 1900—United States Census | 576,288 |
| 1895 | 74,439 | 1910—United States Census | 687,029 |
| 1898 | 84,000 | 1911—Estimated | 700,000 |
| 1896 | 125,200 | 1912—Estimated | 750,000 |
| 1899 | 180,587 | 1918—Estimated | 750,000 |

**AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.**

| YEAR. | CITY OF ST. LOUIS | CITY ST. LOUIS. | RATE OF TAXATION. | |
|------------|-------------------|------------------|-------------------|-------------|
| | Real Estate. | Real & Pers'nal. | Old Limits. | New Limits. |
| 1871 | \$123,833,950 | \$158,272,430 | 3.80 | .... |
| 1872 | 129,235,180 | 163,688,570 | 2.78 | .... |
| 1873 | 149,144,400 | 180,278,850 | 3.78 | .... |
| 1874 | 141,041,480 | 178,108,270 | 2.88.5 | .... |
| 1875 | 131,141,090 | 166,999,690 | 3.48.5 | .... |
| 1876 | 183,785,450 | 166,441,110 | 3.48.5 | .... |
| 1877 | 148,012,750 | 181,346,580 | 3.80 | .... |
| 1878 | 140,976,540 | 173,829,980 | 2.60 | 1.35 |
| 1879 | 186,071,670 | 163,813,920 | 3.60 | 1.35 |
| 1880 | 185,834,990 | 160,493,000 | 2.60 | 1.35 |
| 1881 | 189,897,470 | 167,364,230 | 2.60 | 1.35 |
| 1882 | 161,679,250 | 191,048,450 | 3.58 | 1.33 |
| 1883 | 163,479,060 | 192,563,640 | 3.58 | 1.30 |
| 1884 | 178,596,650 | 210,124,870 | 2.55 | 1.30 |
| 1885 | 177,867,240 | 207,910,350 | 2.55 | 1.30 |
| 1886 | 187,291,540 | 218,271,280 | 2.55 | 1.30 |
| 1887 | 184,815,560 | 217,142,320 | 2.50 | 1.30 |
| 1888 | 195,978,250 | 227,769,980 | 3.80 | 1.70 |
| 1889 | 196,185,840 | 230,338,810 | 3.20 | 1.60 |
| 1890 | 214,971,080 | 248,827,630 | 3.20 | 1.60 |
| 1891 | 215,333,980 | 256,118,690 | 2.20 | 1.80 |
| 1892 | 243,239,140 | 244,518,550 | 2.05 | 1.60 |
| 1893 | 242,787,430 | 287,828,420 | 3.05 | 1.67 |
| 1894 | 270,288,800 | 315,292,560 | 2.05 | 1.67 |
| 1895 | 286,098,900 | 330,486,640 | 2.05 | 1.67 |
| 1896 | 296,419,680 | 345,940,150 | 2.05 | 1.67 |
| 1897 | 299,685,220 | 344,749,700 | 2.05 | 1.67 |
| 1898 | 314,975,540 | 360,516,650 | 2.05 | 1.67 |
| 1899 | 330,019,980 | 374,588,490 | 1.95 | 1.67 |
| 1900 | 337,201,940 | 380,779,280 | 1.95 | 1.67 |
| 1901 | 342,262,540 | 394,722,700 | 1.90 | 1.90 |
| 1902 | 357,701,410 | 418,046,800 | 1.95 | 1.95 |
| 1903 | 365,638,250 | 443,865,580 | 2.15 | 2.15 |
| 1904 | 372,420,940 | 458,918,610 | 2.19 | 2.19 |
| 1905 | 381,375,830 | 468,908,700 | 2.19 | 2.19 |
| 1906 | 409,685,700 | 497,287,860 | 2.10 | 2.10 |
| 1907 | 422,722,680 | 509,975,840 | 2.17 | 2.17 |
| 1908 | 435,987,460 | 524,802,020 | 2.22 | 2.22 |
| 1909 | 446,154,980 | 538,884,600 | 2.22 | 2.22 |
| 1910 | 458,762,890 | 565,725,520 | 2.22 | 2.22 |
| 1911 | 441,864,410 | 572,888,210 | 2.22 | 2.22 |
| 1912 | 462,540,670 | 597,888,680 | 2.22 | 2.22 |
| 1913 | 470,179,950 | 601,880,670 | 2.22 | 2.22 |

| | |
|--|---------------|
| City Assessment | \$562,888,680 |
| Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property | 87,000,000 |
| Total | \$601,301,670 |
| City Tax, \$1.43; State, 19c; School, 60c | \$2.22 |

BUILDING IMPROVEMENTS.

By J. N. McKELVEY, Commissioner of Public Buildings.

The total estimated cost of all building operations in 1913 was \$15,340,012.00, as against \$20,675,803.50 for 1912. Permits issued 8,302 as compared with 8,593 the preceeding twelve months.

From the foregoing it will be seen that the building operations for the year 1913 show a decrease of \$5,335,791.00 in the value of improvements, and 291 in the amount of permits, as compared to the twelve months previous. This is partly accounted for by the fact that the \$3,000,000.00 Railway Exchange Building was erected in 1912. Also, the general unsettled condition of financial affairs, the tariff revision, new banking regulations, and the controversy between the State administration and the insurance companies, all had a tendency to cause a decrease in the building business of St. Louis in the past year.

However, the outlook for 1914 is exceedingly bright, and from general indications I feel as if the coming year will be a good one from a building standpoint.

BUILDING IMPROVEMENTS

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEARS 1912 AND 1913.

Prepared by J. N. McKELVY, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

| 1913. | | | 1912. | | |
|-----------------|--------------------------|---------------------------|-----------------|--------------------------|---------------------------|
| Months. | Number of Permits. | Value of Improvements. | Months. | Number of Permits. | Value of Improvements. |
| January | 395 | \$ 616,868.00 | January | 346 | \$ 3,418,082.00 |
| February | 451 | 2,121,693.00 | February | 480 | 1,002,164.00 |
| March | 721 | 1,452,939.00 | March | 597 | 1,187,138.00 |
| April | 871 | 1,586,006.00 | April | 1,072 | 2,416,240.50 |
| May | 900 | 1,392,655.00 | May | 1,009 | 1,983,853.00 |
| June | 789 | 2,196,415.00 | June | 822 | 1,931,076.00 |
| July | 748 | 1,045,730.00 | July | 956 | 1,724,665.00 |
| August | 759 | 1,062,947.00 | August | 731 | 1,671,951.00 |
| September | 755 | 1,180,809.00 | September | 724 | 1,248,763.00 |
| October | 736 | 820,073.00 | October | 800 | 1,454,125.00 |
| November | 654 | 1,073,643.00 | November | 567 | 1,079,422.00 |
| December | 495 | 770,233.00 | December | 479 | 1,608,373.00 |
| Totals | 8,302 | \$15,340,012.00 | Totals | 8,598 | \$20,675,808.50 |

BUILDING PERMITS ISSUED FOR TWENTY-FIVE YEARS.

| | BRICK AND STONE BUILDINGS. | FRAME AND OTHER BUILDINGS. | TOTAL BUILDINGS. | COST. |
|------------|-------------------------------|-------------------------------|------------------|--------------|
| 1912 | 5,412 | 2,890 | 8,302 | \$15,340,012 |
| 1911 | 5,945 | 2,645 | 8,598 | 20,675,804 |
| 1910 | 5,971 | 2,281 | 8,152 | 18,607,255 |
| 1909 | 4,896 | 5,068 | 9,419 | 19,600,068 |
| 1908 | 4,896 | 4,898 | 9,779 | 28,788,272 |
| 1907 | 4,370 | 4,849 | 9,119 | 21,190,969 |
| 1906 | 3,942 | 4,612 | 8,558 | 21,896,167 |
| 1905 | 4,142 | 4,846 | 9,988 | 29,988,696 |
| 1904 | 3,971 | 4,814 | 8,786 | 28,424,784 |
| 1903 | 2,654 | 3,806 | 5,960 | 14,075,794 |
| 1902 | 2,177 | 2,625 | 4,902 | 14,544,430 |
| 1901 | 2,366 | 2,286 | 4,502 | 12,854,085 |
| 1900 | 1,595 | 1,824 | 3,722 | 18,207,991 |
| 1899 | 1,580 | 1,183 | 2,513 | 8,916,984 |
| 1898 | 1,539 | 961 | 2,500 | 8,249,565 |
| 1897 | 1,561 | 796 | 2,657 | 7,858,989 |
| 1896 | 2,549 | 771 | 3,320 | 9,471,640 |
| 1895 | 2,848 | 688 | 3,029 | 10,084,908 |
| 1894 | 2,862 | 780 | 3,642 | 14,821,060 |
| 1893 | 3,977 | 876 | 3,853 | 11,844,700 |
| 1892 | 3,748 | 1,069 | 3,887 | 12,857,887 |
| 1891 | 3,496 | 1,226 | 4,722 | 16,976,978 |
| 1890 | 2,976 | 1,459 | 4,436 | 12,259,860 |
| 1889 | 3,086 | 1,329 | 3,994 | 13,629,700 |
| 1888 | 2,458 | 1,091 | 3,544 | 9,765,700 |

FIRE RECORD FOR 1913.

As Reported by the St. Louis Fire Department.

| MONTHS. | ON BUILDINGS. | | ON CONTENTS. | |
|----------------|-----------------|----------------------|----------------|----------------------|
| | Insurance. | Losses to Companies. | Insurance. | Losses to Companies. |
| January | \$ 1,114,510 00 | \$ 28,929 00 | \$ 496,600 00 | \$102,954 00 |
| February | 724,270 00 | 41,425 00 | 544,900 00 | 120,432 00 |
| March..... | 571,210 00 | 31,289 00 | 266,275 00 | 40,091 00 |
| April | 604,620 00 | 41,698 00 | 809,550 00 | 147,941 00 |
| May..... | 786,210 00 | 38,309 00 | 1,856,528 00 | 85,883 00 |
| June..... | 426,872 00 | 50,974 00 | 263,100 00 | 106,569 00 |
| July..... | 606,140 00 | 59,686 00 | 755,860 00 | 198,646 00 |
| August..... | 926,840 00 | 32,222 00 | 271,375 00 | 47,628 00 |
| September..... | 491,285 00 | 13,648 00 | 831,150 00 | 17,070 00 |
| October..... | 885,970 00 | 68,628 00 | 596,250 00 | 122,746 00 |
| November | 583,825 00 | 96,866 00 | 258,805 00 | 625,855 00 |
| December..... | 711,670 00 | 49,264 00 | 567,000 00 | 107,114 00 |
| Total | \$ 8,831,422 00 | \$562,888 00 | \$6,016,290 00 | \$1,166,958 00 |

Box Alarms, 2,608; Still Alarms, 2,097—Total, 4,705. Second Alarms, 55; Third Alarms, 19; Fourth Alarms, 2; False Alarms, 611.

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING A NUMBER OF YEARS.

| YEAR. | No. of fires and Alarms. | Amount of Insurance Involved. | Amount of Losses to Insurance Co's. | Percentage |
|------------|--------------------------|-------------------------------|-------------------------------------|------------|
| 1894..... | 1513 | \$ 4,206,085 29 | \$1,194,106 01 | 28.38 |
| 1895..... | 1640 | 5,181,017 00 | 779,678 97 | 15.05 |
| 1896..... | 1958 | 6,494,861 63 | 881,860 74 | 13.66 |
| 1897..... | 1965 | 11,580,261 12 | 2,246,980 61 | 19.40 |
| 1898..... | 2094 | 9,277,860 09 | 1,148,823 25 | 12.52 |
| 1899..... | 2473 | 9,017,903 97 | 928,159 54 | 10.20 |
| 1900..... | 2048 | 10,338,395 23 | 1,855,028 10 | 17.94 |
| 1901..... | 2373 | 23,960,542 56 | 2,705,427 57 | 11.30 |
| 1902..... | 2076 | 10,605,929 87 | 1,501,754 50 | 14.16 |
| 1903..... | 3056 | 9,842,771 50 | 1,172,101 68 | 11.98 |
| 1904..... | 2642 | 10,710,384 72 | 971,476 67 | 9.07 |
| 1905..... | 3108 | 8,221,390 79 | 985,862 01 | 11.98 |
| 1906*..... | 3169 | 8,576,235 00 | 968,969 00 | 10.80 |
| 1907..... | 3059 | 9,952,264 00 | 1,374,772 00 | 13.81 |
| 1908..... | 3292 | 11,749,206 00 | 1,299,464 00 | 11.05 |
| 1909..... | 3306 | 19,442,463 00 | 874,262 00 | 4.05 |
| 1910..... | 3714 | 11,825,907 00 | 954,006 00 | 8.00 |
| 1911..... | 4148 | 12,692,972 00 | 2,205,568 00 | 17.35 |
| 1912..... | 4696 | 15,019,735 00 | 1,362,876 00 | 11.28 |
| 1913..... | 4705 | 14,947,712 00 | 1,719,846 00 | 11.98 |

1906*—Not including losses for which no alarms were given, which amounted to \$124,031.00.

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS
POSTOFFICE.

COLIN M. SELPH, Postmaster.

REVENUES.

| | Receipts. | Expenditures. |
|----------------------------------|----------------|----------------|
| 1913..... | \$5,331,296.11 | \$2,075,979.28 |
| 1912..... | 4,828,678.47 | 1,905,382.54 |
| 1911..... | 4,639,459.07 | 1,866,563.61 |
| 1910..... | 4,539,185.10 | 1,841,258.00 |
| 1909..... | 4,294,184.04 | 1,787,318.85 |
| 1908..... | 3,974,834.34 | 1,711,954.20 |
| 1907..... | 3,869,176.00 | 1,575,640.00 |
| 1906..... | 3,702,391.05 | 1,473,587.00 |
| 1905..... | 3,470,410.88 | 1,361,325.00 |
| Increase in receipts, 1913..... | | \$ 502,619.64 |
| Increase in net revenue, 1913... | | 332,022.90 |

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN
ST. LOUIS.

| | |
|---|--------------------------------------|
| Total pounds handled in 1913..... | 73,068,056 |
| Total pounds handled in 1912..... | 53,266,853 |
| Total pounds handled in 1911..... | 48,166,048 |
| Total pounds handled in 1910..... | 50,794,457 |
| Total pounds handled in 1909..... | 45,989,884 |
| Total pounds handled in 1908..... | 42,637,785 |
| Total pounds handled in 1907..... | 47,436,089 |
| Total number pieces outgoing handled in 1913..... | 330,932,578 |
| Total number pieces outgoing handled in 1912..... | 315,061,793 |
| Total number pieces outgoing handled in 1911..... | 308,515,393 |
| Total number pieces outgoing handled in 1910..... | 307,056,063 |
| Total number pieces outgoing handled in 1909..... | 278,436,517 |
| Total number pieces outgoing handled in 1908..... | 246,072,903 |
| Total number pieces outgoing handled in 1907..... | 306,306,356 |
| <hr/> | |
| | 1912. 1913. |
| Domestic money orders issued..... | \$ 2,726,515.30 \$ 2,798,632.13 |
| Foreign money orders issued..... | 785,940.40 762,863.62 |
| Amount of money orders paid..... | 9,193,842.64 9,035,065.80 |
| Money order funds received for deposit..... | 12,430,310.01 13,637,232.46 |
| Registered pieces received..... | 606,346 554,422 |
| Registered pieces dispatched..... | 606,277 524,908 |
| Registered pieces handled in transit..... | 1,255,673 1,049,180 |
| Special delivery letters delivered..... | 331,592 364,629 |
| Pounds of mail dispatched..... | 53,266,853 73,068,056 |
| Pounds of mail received..... | 13,299,149 18,504,729 |
| Total number of insured parcels received.... | 98,102 |
| Total number of insured parcels dispatched.. | 101,859 |
| Total number parcel post packages received.. | 3,545,620 |
| Total number parcel post packages dispatched | 15,239,578 |

COMPARATIVE STATEMENT OF POSTAL SAVINGS TRANSACTIONS.

| | 1912. | 1913. |
|---|--------------|--------------|
| Certificates of deposit issued..... | \$464,632.00 | \$542,564.00 |
| Certificates of deposit paid..... | 268,479.00 | 410,077.00 |
| Bonds purchased by depositors..... | 22,520.00 | 24,830.00 |
| Number of accounts opened..... | 3,906 | 4,012 |
| Number of accounts remaining open December 31, 1913.... | | 4,090 |
| Amount on deposit December 31, 1913..... | | \$475,452.00 |

ST. LOUIS WEATHER FOR THE YEAR 1913.

By MONTROSE W. HAYES, District Forecaster, U. S. Weather Bureau.

A GENERAL SUMMARY OF THE WEATHER DURING THE YEAR.

The year closed with a marked excess of temperature, accumulated since January 1st, and a small excess in precipitation. The winter months, both at the beginning and the end of the year, were mild, and the summer was hot and dry, the long drought, lasting practically from the middle of May until the middle of September, being the most noteworthy feature.

The river stages were comparatively uniform; the highest water was on April 16—17, when the gauge reading was 27.2 feet.

The mean temperature for January was considerably above the seasonal average, but on 23 days there were thermometer readings below the freezing point, and the precipitation, which was almost double the usual amount, was mostly in the form of sleet and cold rain. The snowfall was exceptionally light, being less than 0.1 inch. The 12th was the coldest day, with a temperature of 7 degrees, but the month closed with a thermometer reading of 8 degrees, and the weather growing colder.

February opened with the coldest weather of the winter, the temperature being 4 degrees on the 1st. With the exception of a warm period of 8 days, beginning on the 14th, the temperatures were below normal, but were not extreme. The precipitation was deficient, being less than half the usual February amount. Snow fell on 6 days, but was not heavy; the only fall of any consequence was 4.4 inches on the 2nd—3rd. Snow formed a little more than half the total precipitation for the month.

March was cool, and on the 2nd there was a temperature of 5 degrees, which was only 1 degree higher than the minimum for the winter. In the latter half of the month, however, there were some day temperatures that were rather high, but the nights were all cool. The precipitation was heavy; most of it occurred after the 19th. There was a heavy fall of snow on the 26th—27th, but it melted rapidly. On the 14th strong south and southwest winds prevailed after 9 a. m., but the day was clear, with mild temperature.

In April the temperature and the precipitation were both very nearly normal. However, most of the precipitation occurred on one day, the 8th, and there were fewer thunderstorms than the average April has.

May was dry, but in other respects it was a normal month.

June was hot and dry.

July, also, should be classed as a hot, dry month; while the amount of rain in this month was slightly above normal most of it fell on one day, the 1st, and as the rate of fall was excessive most of the water ran off before it could be absorbed by the dry ground.

In August, the dry and hot weather continued and at the end of the month the drought was causing great damage. The temperatures were not unusually high, but they were almost continuously above the normal and there was no period of relief from the heat. Seventy-six per cent of the rain for the month fell in one shower.

The drought was broken on the 11th—12th of September, and the remainder of the month was cool and wet.

In October the most marked features were the excess of precipitation, and the cold weather during the latter half of the month. The total snowfall was 0.3 inch. On the 10th a wind storm prevailed from 8 a. m. until about midnight, and the highest wind velocity of the year occurred.

In November the temperature was mild and the precipitation was slightly above normal. There was a very considerable amount of cloudiness, and consequently a small daily range in temperature. High winds occurred on 4 days. There was no snow.

The first 20 days of December were unusually mild and rather dry. The last eleven days were generally overcast, with a moderate amount of precipitation which was mostly in the form of wet snow; the cloudiness, which was almost continuous after the 20th, caused the daily range in temperature to be very small; the temperatures during the day were not much above the freezing point, and at night they fell but a few degrees below the record for the day.

MISCELLANEOUS PHENOMENA.

Frost:

Last killing in spring, March 28th.

Last heavy in spring, March 28th.

Last light in spring, April 28th.

First light in autumn, September 22nd.

First heavy in autumn, October 21st.

First killing in autumn, October 21st.

Thunderstorms occurred in every month except January, February and December.

Snow (0.1 inch or more):

Last in spring, March 27th.

First in autumn, October 29th.

Greatest depth on ground at 7 p. m., 6.0 inches on March 26th.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE LOCAL OFFICE,
U. S. WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1913.

| DATE. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|------------------|----|----|----|----|-----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|----|----|----|----|----|----|----|-----|-----|-----|------|------|
| January...Max. | 55 | 46 | 41 | 38 | 32 | 28 | 32 | 25 | 29 | 23 | 40 | 21 | 88 | 40 | 56 | 60 | 60 | 56 | 64 | 60 | 83 | 34 | 49 | 41 | 56 | 56 | 29 | 41 | 57 | 57 | 58 | 48.7 |
| "...Min. | 35 | 28 | 25 | 22 | 19 | 20 | 20 | 16 | 22 | 24 | 15 | 7 | 19 | 18 | 84 | 51 | 56 | 36 | 35 | 17 | 14 | 26 | 84 | 30 | 81 | 81 | 23 | 28 | 27 | 33 | 8 | 26.0 |
| February...Max. | 17 | 27 | 31 | 31 | 26 | 26 | 29 | 35 | 37 | 40 | 38 | 23 | 11 | 50 | 55 | 59 | 62 | 69 | 57 | 57 | 42 | 26 | 23 | 38 | 53 | 34 | 27 | ... | ... | ... | 39.5 | |
| "...Min. | 4 | 16 | 28 | 14 | 8 | 9 | 14 | 17 | 27 | 34 | 23 | 18 | 11 | 26 | 38 | 64 | 42 | 48 | 39 | 38 | 40 | 26 | 20 | 14 | 22 | 24 | 24 | 21 | ... | ... | ... | 24.8 |
| March...Max. | 33 | 31 | 34 | 45 | 45 | 45 | 30 | 48 | 67 | 63 | 47 | 53 | 63 | 60 | 63 | 36 | 40 | 65 | 66 | 57 | 45 | 44 | 72 | 70 | 46 | 65 | 32 | 49 | 60 | 74 | 62 | 51.9 |
| "...Min. | 14 | 5 | 29 | 31 | 25 | 16 | 24 | 40 | 42 | 37 | 36 | 38 | 30 | 50 | 36 | 24 | 24 | 44 | 38 | 26 | 21 | 38 | 44 | 35 | 25 | 24 | 25 | 39 | 50 | 50 | 32.3 | |
| April...Max. | 69 | 83 | 72 | 55 | 61 | 62 | 50 | 46 | 65 | 55 | 45 | 43 | 40 | 58 | 65 | 63 | 72 | 84 | 79 | 65 | 62 | 75 | 83 | 77 | 52 | 61 | 53 | 64 | 70 | 77 | ... | 64.5 |
| "...Min. | 50 | 54 | 35 | 41 | 40 | 47 | 42 | 41 | 46 | 43 | 40 | 33 | 38 | 48 | 42 | 50 | 57 | 61 | 52 | 47 | 45 | 60 | 61 | 62 | 46 | 45 | 45 | 45 | 47 | 57 | ... | 47.7 |
| May...Max. | 82 | 83 | 81 | 75 | 79 | 67 | 67 | 76 | 73 | 58 | 65 | 77 | 87 | 88 | 81 | 78 | 75 | 78 | 77 | 86 | 76 | 60 | 61 | 75 | 76 | 75 | 75 | 89 | 90 | 98 | 93 | 77.0 |
| "...Min. | 60 | 64 | 53 | 62 | 59 | 53 | 48 | 54 | 49 | 41 | 45 | 50 | 53 | 69 | 64 | 55 | 56 | 59 | 55 | 61 | 56 | 53 | 52 | 51 | 60 | 59 | 52 | 61 | 67 | 76 | 78 | 57.6 |
| June...Max. | 94 | 87 | 86 | 85 | 88 | 92 | 77 | 69 | 68 | 75 | 78 | 83 | 86 | 89 | 84 | 95 | 96 | 97 | 97 | 94 | 98 | 86 | 84 | 87 | 89 | 98 | 96 | 98 | 99 | 97 | ... | 89.7 |
| "...Min. | 71 | 68 | 71 | 62 | 68 | 71 | 53 | 49 | 47 | 48 | 54 | 61 | 63 | 64 | 69 | 78 | 75 | 77 | 76 | 77 | 74 | 67 | 70 | 76 | 74 | 78 | 82 | 82 | 78 | ... | 69.2 | |
| July...Max. | 85 | 87 | 88 | 87 | 95 | 84 | 86 | 90 | 94 | 84 | 87 | 96 | 92 | 92 | 86 | 96 | 101 | 102 | 85 | 84 | 81 | 84 | 93 | 93 | 85 | 91 | 89 | 86 | 98 | 96 | 97 | 89.7 |
| "...Min. | 68 | 73 | 74 | 78 | 72 | 72 | 72 | 72 | 71 | 68 | 68 | 69 | 71 | 76 | 77 | 77 | 79 | 80 | 87 | 90 | 94 | 82 | 81 | 84 | 86 | 94 | 96 | 101 | 88 | 91 | 96 | 92.7 |
| August...Max. | 88 | 93 | 91 | 91 | 101 | 89 | 99 | 95 | 69 | 90 | 98 | 98 | 99 | 98 | 97 | 99 | 98 | 91 | 87 | 90 | 94 | 89 | 82 | 87 | 86 | 96 | 99 | 72 | 78 | 71 | ... | 89.7 |
| "...Min. | 73 | 71 | 74 | 78 | 67 | 77 | 74 | 80 | 79 | 75 | 72 | 79 | 79 | 76 | 77 | 77 | 77 | 77 | 77 | 70 | 74 | 76 | 64 | 67 | 66 | 69 | 72 | 78 | 71 | 71 | ... | 89.7 |
| September...Max. | 99 | 98 | 98 | 98 | 92 | 90 | 88 | 91 | 84 | 88 | 87 | 88 | 70 | 73 | 65 | 78 | 78 | 70 | 77 | 65 | 57 | 61 | 79 | 79 | 79 | 75 | 67 | 69 | 77 | 76 | ... | 78.8 |
| "...Min. | 73 | 76 | 90 | 76 | 69 | 73 | 75 | 72 | 68 | 63 | 68 | 62 | 54 | 58 | 56 | 64 | 62 | 61 | 64 | 52 | 46 | 53 | 48 | 38 | 52 | 50 | 43 | 57 | 52 | 52 | ... | 61.5 |
| October...Max. | 76 | 77 | 79 | 78 | 77 | 82 | 75 | 75 | 76 | 78 | 80 | 64 | 76 | 78 | 77 | 66 | 68 | 64 | 53 | 41 | 44 | 48 | 50 | 48 | 66 | 60 | 57 | 51 | 39 | 46 | 48 | 68.8 |
| "...Min. | 58 | 60 | 56 | 57 | 62 | 65 | 63 | 66 | 63 | 61 | 69 | 52 | 57 | 57 | 60 | 56 | 43 | 44 | 41 | 33 | 30 | 37 | 36 | 42 | 49 | 37 | 33 | 28 | 31 | 31 | ... | 48.5 |
| November...Max. | 48 | 61 | 64 | 57 | 57 | 68 | 67 | 50 | 43 | 38 | 48 | 73 | 70 | 51 | 53 | 48 | 55 | 70 | 72 | 74 | 75 | 78 | 73 | 57 | 53 | 60 | 64 | 62 | 64 | 67 | ... | 59.8 |
| "...Min. | 31 | 38 | 49 | 42 | 40 | 41 | 50 | 35 | 26 | 29 | 29 | 40 | 51 | 44 | 42 | 41 | 39 | 38 | 62 | 60 | 60 | 52 | 44 | 42 | 44 | 46 | 38 | 55 | 56 | 54 | ... | 45.0 |
| December...Max. | 63 | 63 | 60 | 54 | 54 | 60 | 52 | 36 | 44 | 50 | 53 | 56 | 56 | 56 | 44 | 51 | 52 | 45 | 47 | 52 | 39 | 38 | 38 | 38 | 35 | 34 | 34 | 35 | 36 | 34 | ... | 46.7 |
| "...Min. | 51 | 54 | 50 | 48 | 46 | 50 | 24 | 22 | 26 | 32 | 37 | 38 | 40 | 38 | 36 | 34 | 33 | 33 | 32 | 27 | 26 | 29 | 32 | 34 | 29 | 26 | 26 | 26 | 30 | 29 | ... | 26.6 |

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1913.—CHAS. F. GALLENKAMP, COLLECTOR.

| MONTHS. | WAREHOUSED | WITHDRAWN. | |
|---------------------------------|-----------------------|-----------------------|----------------------|
| | Value. | Value. | Duty. |
| In Warehouse Dec. 31, 1912..... | \$247,861 00 | | |
| January, 1913..... | 68,134 00 | \$182,406 00 | \$ 58,688 51 |
| February, "..... | 179,821 00 | 84,317 00 | 32,068 94 |
| March, "..... | 89,780 00 | 87,904 00 | 29,080 44 |
| April, "..... | 145,914 00 | 106,769 60 | 80,697 22 |
| May, "..... | 812,142 00 | 294,429 00 | 76,814 60 |
| June, "..... | 498,568 00 | 179,218 00 | 51,150 55 |
| July, "..... | 510,621 00 | 234,766 00 | 66,538 00 |
| August, "..... | 408,211 00 | 439,272 00 | 133,161 62 |
| September, "..... | 582,928 00 | 352,118 00 | 100,416 50 |
| October, "..... | 217,752 00 | 1,000,870 00 | 173,630 44 |
| November, "..... | 198,615 00 | 78,875 00 | 25,589 71 |
| December, "..... | 210,097 00 | 226,418 00 | 82,409 85 |
| TOTALS..... | \$3,645,497 00 | \$3,216,886 00 | \$865,141, 88 |
| In Warehouse Dec. 31, 1913..... | | 428,661 00 | |

NOTE.—The above includes transactions at Ports of Kansas City and St. Joseph, July 1st to December 31st, 1913, inclusive,

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1913.

CHAS. F. GALLENKAMP,
Collector of Customs.

| COMMODITIES. | Gallons. | Yards. | Pounds. | Value. |
|-------------------------------------|----------------|------------------|------------------|--------------------|
| Beer..... | 940,555 | ..... | ..... | \$694,998 |
| Burlap Bags..... | | 1,798,667 | ..... | 157,083 |
| Steel Rope..... | ..... | ..... | 889,882 | 78,768 |
| Dry Plates..... | ..... | ..... | 266,406 | 58,618 |
| Machinery..... | ..... | ..... | 649,015 | 51,600 |
| Tobacco..... | ..... | ..... | 209,915 | 71,421 |
| Toilet and Medicinal Preparations.. | ..... | ..... | 67,088 | 51,922 |
| Manganese Dioxide..... | ..... | ..... | 91,776 | 1,644 |
| Straw Hats..... | ..... | ..... | 2,463 | 2,238 |
| TOTAL..... | 940,555 | 1,798,667 | 2,189,998 | \$1,148,237 |

CUSTOM HOUSE TRANSACTIONS, 1913.

Condensed Classification of Commodities Imported into St. Louis during the year ending December 31, 1913, showing foreign value and duty paid.

CHAS. F. GALLENKAMP,
Collector of Customs.

| COMMODITIES. | Value | Duty. |
|---|----------------|----------------|
| FREE GOODS. | | |
| Acids..... | \$81,174 00 | ..... |
| Books, Papers, etc..... | 66,768 00 | ..... |
| Cinchona..... | 18,318 00 | ..... |
| *Santonin..... | 26,188 00 | ..... |
| Coffee..... | 82,586 00 | ..... |
| *Fibers, Burlaps..... | 1,086,875 00 | ..... |
| *Fish..... | 56,218 00 | ..... |
| *Leather..... | 29,461 00 | ..... |
| Miscellaneous (Free)..... | 286,888 00 | ..... |
| Oils..... | 897,608 00 | ..... |
| *Meat..... | 27,688 00 | ..... |
| Seeds..... | 150,155 00 | ..... |
| Spice..... | 40,109 00 | ..... |
| Tea..... | 106,497 00 | ..... |
| Tea Waste..... | 91,567 00 | ..... |
| DUTABLE GOODS. | | |
| Art Works..... | 8,955 00 | \$ 593 25 |
| Books and Printed Matter..... | 48,860 00 | 9,797 51 |
| Brushes..... | 19,546 00 | 7,604 40 |
| Burlaps..... | 1,685,291 00 | 853,418 70 |
| Cheese..... | 76,889 00 | 20,086 96 |
| Chemicals and Drugs..... | 590,460 00 | 157,456 78 |
| China and Earthenware..... | 167,872 00 | 91,594 87 |
| Cotton Hose..... | 119,065 00 | 77,344 68 |
| Cutlery..... | 71,858 00 | 88,862 90 |
| Fire Arms..... | 4,825 00 | 2,135 25 |
| Firecrackers..... | 11,968 00 | 14,521 18 |
| Fish..... | 64,198 00 | 18,191 52 |
| Fruits and Nuts—..... | 146,314 00 | 85,688 56 |
| Glassware..... | 81,784 00 | 12,624 65 |
| Glass, Window and Plate..... | 180,908 00 | 58,541 28 |
| Hats, Trimmings, Feathers and Artificial Flowers..... | 811,107 00 | 188,069 85 |
| Hops..... | 276,707 00 | 94,138 28 |
| Jewelry, Diamonds, etc..... | 142,965 00 | 50,281 65 |
| Leather, Shoes..... | 1,485 00 | 160 25 |
| Leather, Sole..... | 19,015 00 | 960 75 |
| Lemonade, Ginger Ale, etc..... | 5,172 00 | 1,252 50 |
| Malt Liquors..... | 4,969 00 | 2,818 69 |
| Manufactures, Cork..... | 8,188 00 | 455 80 |
| “ Cotton..... | 622,055 00 | 848,082 96 |
| “ Flax..... | 505,667 00 | 196,994 97 |
| “ Leather..... | 185,019 00 | 49,587 43 |
| “ Metal..... | 105,541 00 | 85,410 64 |
| “ Paper..... | 80,835 00 | 8,076 62 |
| “ Silk..... | 189,538 00 | 70,664 04 |
| “ Wood..... | 48,852 00 | 8,896 08 |
| “ Wool..... | 87,268 00 | 24,737 81 |
| Marble and Stone..... | 6,515 00 | 2,750 43 |
| Miscellaneous—(Dutiable)..... | 220,168 00 | 71,789 79 |
| Oil Cloths and Linoleum..... | 89,582 00 | 16,024 08 |
| Olive Oil..... | 81,895 00 | 28,091 46 |
| Paints and Colors..... | 7,294 00 | 1,941 67 |
| Pencils, Lead..... | 12,289 00 | 4,449 90 |
| Rice, Granulated..... | 52,294 00 | 6,007 52 |
| Seeds and Plants..... | 29,017 00 | 6,914 96 |
| Spices..... | 27,259 00 | 5,506 04 |
| Spirituous Liquors..... | 47,563 00 | 72,452 89 |
| Straw Matting..... | 222,069 00 | 85,988 55 |
| Tobacco and Cigars..... | 76,492 00 | 61,448 53 |
| Toys..... | 198,504 00 | 67,786 40 |
| Waters, Mineral..... | 18,862 00 | 6,655 89 |
| Wines, Sparkling..... | 27,475 00 | 15,211 51 |
| Wines, Still..... | 58,450 00 | 81,212 51 |
| Wire, Steel..... | 281,198 00 | 72,507 62 |
| Zinc..... | 26,064 00 | 2,696 40 |
| Collections from all other sources..... | ..... | 105,186 86 |
| Total, 1913..... | \$9,499,255 00 | \$2,560,480 88 |
| Total, 1912..... | 6,509,143 00 | 2,140,610 98 |

NOTE.—The above includes the Ports of Kansas City and St. Joseph, July 1st to December 31st, 1913, inclusive.

*Imported since October 3rd, 1913.

UNITED STATES INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
EDWARD B. ALLEN, Collector.

| | 1908. | 1909. | 1910. | 1911. | 1912. | 1913. |
|---|-----------------|-----------------|-----------------|------------------|------------------|------------------|
| <i>Lists (penalties, etc.)</i> | \$ 8,948 55 | \$ 7,399 08 | \$ 648,636 00 | \$ 642,727 57 | \$ 742,750 86 | \$ 792,600 31 |
| <i>Spirits Stamps</i> | 57,088 43 | 3,232,888 00 | 108,013 53 | 92,868 96 | 51,904 11 | 60,528 60 |
| <i>Tobacco Stamps</i> | 4,451,823 98 | 57,500 74 | 5,135,033 68 | 5,710,115 79 | 5,362,407 39 | 6,048,788 68 |
| <i>Cigar and Cigarette Stamps</i> | 145,006 98 | 141,112 04 | 147,966 15 | 145,235 72 | 143,168 18 | 146,085 46 |
| <i>Snuff Stamps</i> | 426 12 | 392 07 | 363 64 | 841 85 | 310 52 | 219 94 |
| <i>Beer Stamps</i> | 3,194,519 75 | 4,444,041 25 | 3,472,968 75 | 3,591,685 25 | 3,515,700 50 | 3,630,875 25 |
| <i>Special Tax Stamps</i> | 150,050 70 | 165,127 48 | 170,532 87 | 169,280 01 | 173,257 59 | 177,613 68 |
| <i>Playing Cards</i> | 1 90 | 1 00 | ..... | 34 | 5 00 | 44 |
| <i>Mixed Flour</i> | 235 79 | 342 75 | 338 00 | 342 95 | 478 25 | 498 65 |
| <i>Oleomargarine</i> | 10,332 30 | 14,705 56 | 13,352 06 | 17,462 25 | 30,510 95 | 31,365 10 |
| <i>Renovated Butter</i>..... | ..... | ..... | ..... | ..... | ..... | ..... |
| <i>Adulterated Butter</i>..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total | \$ 8,038,682 40 | \$ 8,053,009 92 | \$ 9,607,283 68 | \$ 10,370,611 68 | \$ 10,520,538 02 | \$ 10,964,846 11 |

STATE OF MISSOURI

FINANCIAL STATEMENT PREPARED BY MR. J. P. GORDON,

STATE AUDITOR, JANUARY 1, 1914.

| | |
|---|---------------------------|
| Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1913 taxes..... | \$1,567,708,515 00 |
| Railroad, Bridge, Telegraph and Telephone property, includ- ing street railway property for 1913 taxes | 188,767,475 00 |
| Total | <u>\$1,756,475,990 00</u> |

| | |
|---|---------------------|
| Balance in Treasury, December 31, 1913 | \$ 4,020,560 62 |
| Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1913 | 10,128,323 66 |
| Disbursements during the year 1913, for all purposes..... | 9,089,592 87 |
| Balance in Treasury December 31, 1913 | <u>4,020,560 62</u> |

STATE DEBT, JANUARY 1, 1914.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

| | |
|---|-----------------------|
| 1 School certificate, 6 per cent..... | \$2,909,000 00 |
| 6 School certificates, 5 per cent..... | 250,000 00 |
| | <u>\$3,159,000 00</u> |
| 1 Seminary certificate, 6 per cent..... | \$ 122,000 00 |
| 21 Seminary certificates, 5 per cent..... | 1,117,839 42 |
| | <u>\$1,239,839 42</u> |
| Total School and Seminary fund certificates..... | \$4,398,839 42 |
| 3,500 Capitol Building refunding bonds, 3½ percent..... | 3,500,000 00 |
| | <u>\$7,898,839 42</u> |

SEMINARY FUND INVESTMENTS.

| | |
|---|---------------------|
| 4 \$1,000 twenty-year Kansas City School District bonds, dated July 1st, 1906, and bearing 3½ percent interest, pay- able semi-annually..... | \$ 4,000 00 |
| 12 \$500 ten-twenty-year Brookfield Waterworks bonds, dated November 1st 1907, bearing 5 percent interest payable annually | 6,000 00 |
| 14 \$500 five-twenty-year Fayette School bonds, dated July 1st, 1909, bearing 5 percent payable annually. | 7,000 00 |
| 12 \$500 Malden, Mo., Waterworks bonds, dated March 1st, 1910, bearing 5 percent interest, payable semi-annually, twenty-year, optional 1920..... | 6,000 00 |
| Total invested Seminary Fund..... | <u>\$ 23,000 00</u> |

BUSINESS OF THE ST. LOUIS BRIDGES AND FERRIES FOR 1913,

AND COMPARISON WITH PREVIOUS YEARS.

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1913,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

| BY | CARS. | TONS. | TOTAL TONS. |
|--|---------|-----------|------------------|
| The Eads and Merchants' Bridges..... | 258,875 | 4,426,620 | |
| " Bridge by Wagon (estimated)..... | | 600,000 | 5,026,620 |
| The Wiggins Ferry..... | 87,487 | 1,489,225 | |
| " " By Wagon..... | | 184,000 | 1,623,225 |
| The Ivory Ferry..... | | | 1,120,840 |
| The Interstate Car Transfer..... | 592 | | 10,718 |
| St. Clair Ferry & Transfer Co..... | | | 15,588 |
| Total tons West to East during 1918 | | | 7,896,989 |
| " " " " 1912 | | | 7,676,978 |
| " " " " 1911 | | | 6,540,834 |
| " " " " 1910 | | | 6,263,285 |
| " " " " 1909 | | | 6,019,684 |
| " " " " 1908 | | | 5,808,382 |
| " " " " 1907 | | | 7,241,198 |
| " " " " 1906 | | | 7,324,424 |
| " " " " 1905 | | | 6,508,884 |
| " " " " 1904 | | | 5,526,745 |
| " " " " 1903 | | | 5,888,462 |

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

| BY | CARS. | TONS. | TOTAL TONS. |
|---|---------|-----------|-------------------|
| The Eads and Merchants' Bridges..... | 869,009 | 8,915,988 | |
| " Bridge by Wagon (estimated)..... | | 800,000 | 9,715,988 |
| The Wiggins Ferry..... | 86,892 | 2,459,282 | |
| " By Wagon..... | | 133,000 | 2,592,282 |
| The Ivory Ferry..... | | | 1,926,322 |
| The Interstate Car Transfer..... | 480 | | 12,105 |
| St. Clair Ferry & Transfer Co..... | | | 11,219 |
| Total Tons East to West during 1918..... | | | 14,257,864 |
| " " " " 1912..... | | | 14,776,829 |
| " " " " 1911..... | | | 13,103,073 |
| " " " " 1910..... | | | 18,410,941 |
| " " " " 1909..... | | | 11,908,861 |
| " " " " 1908..... | | | 10,616,601 |
| " " " " 1907..... | | | 13,068,128 |
| " " " " 1906..... | | | 10,929,224 |
| " " " " 1905..... | | | 9,668,892 |
| " " " " 1904..... | | | 9,541,764 |
| " " " " 1903..... | | | 9,538,086 |
| Total both Ways 1918..... | | | 22,154,808 |
| " " " " 1912..... | | | 22,453,802 |
| " " " " 1911..... | | | 19,644,006 |
| " " " " 1910..... | | | 19,674,226 |
| " " " " 1909..... | | | 17,928,045 |
| " " " " 1908..... | | | 16,424,988 |
| " " " " 1907..... | | | 20,804,826 |
| " " " " 1906..... | | | 18,255,648 |
| " " " " 1905..... | | | 16,162,776 |
| " " " " 1904..... | | | 15,088,509 |
| " " " " 1903..... | | | 14,906,558 |

RAIL AND RIVER TONNAGE.

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS
BY EACH RAILROAD AND RIVER, FOR THREE YEARS.

| ROUTE. | 1918. | 1912. | 1911. |
|---|------------|------------|------------|
| Chicago & Alton R. R. (Mo Div.)..... | 170,285 | 153,607 | 165,737 |
| Missouri Pacific R. R..... | 2,889,380 | 2,800,805 | 1,902,088 |
| St. Louis & San Francisco R. R. | 2,000,449 | 1,628,856 | 1,281,499 |
| Wabash Railway (West)..... | 1,042,811 | 484,242 | 523,949 |
| Chicago, Rock Island & Pacific R. R..... | 502,262 | 525,898 | 415,454 |
| Missouri, Kansas & Texas R. R..... | 516,950 | 494,567 | 264,082 |
| St. Louis-Southwestern Ry..... | 746,877 | 678,820 | 550,531 |
| St. Louis, Iron Mountain & Southern R. R..... | 8,118,161 | 8,528,599 | 8,218,068 |
| Illinois Central R. R..... | 2,808,810 | 2,669,877 | 2,451,321 |
| Louisville & Nashville R. R..... | 829,285 | 1,100,018 | 862,040 |
| Mobile & Ohio R. R..... | 2,149,986 | 2,288,408 | 8,655,488 |
| Southern R. R..... | 1,414,569 | 1,845,687 | 1,098,708 |
| Baltimore & Ohio Southwestern R. R..... | 1,084,457 | 1,174,486 | 1,185,005 |
| Chicago, Alton & St. Louis R. R. (Main Line).... | 1,109,090 | 1,057,528 | 854,679 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R | 752,489 | 885,962 | 778,404 |
| Vandalia R. R..... | 1,886,802 | 1,749,178 | 1,515,850 |
| Wabash Railroad (East)..... | 2,090,188 | 1,621,982 | 1,652,782 |
| Toledo, St. Louis & Western R. R | 682,068 | 670,406 | 599,662 |
| Chicago, Peoria & St. Louis R. R..... | 524,905 | 589,909 | 452,849 |
| Chicago, Burlington & Quincy R. R. (East)..... | 851,472 | 525,681 | 524,455 |
| Chicago, Burlington & Quincy R. R. (West)..... | 1,348,881 | 1,898,007 | 1,458,859 |
| Chicago & Eastern Illinois R. R..... | 1,021,440 | 705,151 | 792,840 |
| St. Louis, Troy & Eastern R. R..... | 764,158 | 888,910 | 700,098 |
| Litchfield & Madison R. R.... | 600,141 | 650,215 | 562,788 |
| St. Louis & Belleville Electric Ry..... | 485,241 | 398,271 | 862,601 |
| St. Louis & O'Fallon Ry..... | 814,098 | 816,084 | 546,227 |
| East St. Louis & Suburban Ry. Co.. | 587,820 | 589,187 | 531,787 |
| Illinois Traction System | 81,916 | 11,551 | 8,782 |
| Upper Mississippi River..... | 27,785 | 24,060 | 37,480 |
| Lower Mississippi River..... | 11,275 | 45,875 | 62,080 |
| Illinois River..... | 5,670 | 18,255 | 17,980 |
| Missouri River..... | 5,890 | 910 | 490 |
| Ohio River..... | 152,150 | 185,000 | 178,740 |
| Cumberland and Tennessee Rivers..... | 8,915 | 8,525 | 5,100 |
| Total in Tons..... | 82,482,801 | 81,380,451 | 29,267,498 |
| Total by Rail..... | 82,221,676 | 81,108,026 | 28,965,658 |
| Total by River..... | 211,125 | 222,425 | 801,830 |

RAIL AND RIVER TONNAGE.

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

| ROUTE. | 1918. | 1912. | 1911. |
|--|-------------------|-------------------|-------------------|
| Chicago & Alton R. R. (Mo. Div.)..... | 85,280 | 78,970 | 94,520 |
| Missouri Pacific R. R..... | 1,696,679 | 1,676,961 | 1,426,462 |
| St. Louis & San Francisco R. R..... | 1,696,687 | 1,565,482 | 1,440,052 |
| Wabash Railway (West)..... | 1,881,802 | 879,806 | 587,102 |
| Chicago, Rock Island & Pacific R. R..... | 527,446 | 488,166 | 465,812 |
| Missouri, Kansas & Texas R. R..... | 545,043 | 526,489 | 454,381 |
| St. Louis Southwestern Ry..... | 859,025 | 417,685 | 246,563 |
| St. Louis, Iron Mountain & Southern R. R..... | 1,897,489 | 1,868,715 | 1,812,965 |
| Illinois Central R. R..... | 1,690,282 | 1,447,597 | 1,383,622 |
| Louisville & Nashville R. R..... | 608,691 | 580,789 | 517,968 |
| Mobile & Ohio R. R..... | 1,040,908 | 1,178,196 | 1,375,738 |
| Southern R. R..... | 1,844,083 | 1,273,045 | 941,972 |
| Baltimore & Ohio Southwestern R. R..... | 607,747 | 616,196 | 446,866 |
| Chicago, Alton & St. Louis R. R. (Main Line)..... | 1,126,680 | 1,178,706 | 1,142,296 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R..... | 911,659 | 962,720 | 715,085 |
| Vandalia R. R..... | 1,061,825 | 1,030,966 | 916,923 |
| Wabash Railway (East)..... | 1,928,481 | 1,397,069 | 1,262,190 |
| Toledo, St. Louis & Western R. R..... | 827,876 | 568,962 | 455,224 |
| Chicago, Peoria & St. Louis R. R..... | 487,811 | 550,866 | 452,605 |
| Chicago, Burlington & Quincy R. R. (East)..... | 1,088,758 | 768,457 | 681,266 |
| Chicago, Burlington & Quincy R. R. (West)..... | 1,864,896 | 996,749 | 928,190 |
| Chicago & Eastern Illinois R. R..... | 522,205 | 846,576 | 294,639 |
| Litchfield & Madison R. R..... | 88,082 | 28,847 | 27,081 |
| Illinois Traction System..... | 44,775 | 58,524 | 24,743 |
| St. Louis & Belleville Electric..... | 29,840 | ..... | ..... |
| Upper Mississippi River..... | 8,680 | 9,025 | 11,270 |
| Lower Mississippi River..... | 20,000 | 24,880 | 88,150 |
| Illinois River..... | 6,710 | 6,975 | 8,900 |
| Missouri River..... | 7,284 | ..... | 415 |
| Ohio, Cumberland and Tennessee Rivers..... | 4,760 | 2,965 | 8,720 |
| Total in Tons..... | 22,176,759 | 20,411,908 | 18,041,802 |
| Total by Rail..... | 22,129,175 | 20,368,618 | 17,974,387 |
| Total by River..... | 47,584 | 43,290 | 67,415 |

LOCAL AND THROUGH TONNAGE.

| | 1912. | | 1913. | |
|--|------------|----------|------------|----------|
| | Tons. | Percent. | Tons. | Percent. |
| Total tons freight received, local | 20,858,898 | 66.56 | 21,539,554 | 66.41 |
| Total tons freight received, through | 10,476,558 | 33.44 | 10,896,247 | 33.59 |
| Tons freight received by rail, local | 20,631,488 | 66.82 | 21,381,429 | 66.20 |
| Tons freight received by rail, through | 10,476,558 | 33.68 | 10,896,247 | 33.80 |
| Tons freight, excluding coal, received by rail, local | 18,292,099 | 60.86 | 14,113,083 | 63.19 |
| Tons freight, excluding coal, received by rail, through | 8,730,872 | 39.64 | 9,335,164 | 39.81 |
| Tons freight received by rail on east side, local | 15,040,810 | 66.16 | 15,518,978 | 65.16 |
| Tons freight received by rail on east side, through | 7,691,215 | 33.84 | 8,297,582 | 34.84 |
| Tons freight, excluding coal, received by rail on east side, local | 7,700,941 | 56.43 | 8,808,627 | 55.20 |
| Tons freight, excluding coal, received by rail on east side, through | 5,945,029 | 43.57 | 6,789,799 | 44.80 |
| Tons freight received by rail on west side, local | 5,591,168 | 66.75 | 5,909,456 | 69.12 |
| Tons freight received by rail on west side, through | 2,785,848 | 33.25 | 2,595,365 | 30.88 |

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

| ROUTE. | 1918. Tons. | 1912. Tons. | 1911. Tons. | 1910. Tons. |
|---------------------------------------|----------------|----------------|----------------|----------------|
| Baltimore & Ohio S. W. R. R..... | 585,282 | 649,462 | 707,022 | 1,051,081 |
| Chicago & Alton ..... | ..... | 6,000 | 155,173 | ..... |
| C. C. & St. Louis | 107,659 | 192,872 | 204,087 | 172,892 |
| Vandalia | 892,952 | 828,269 | 708,511 | 816,988 |
| Illinois Central | 1,489,482 | 1,297,112 | 1,119,462 | 1,399,105 |
| Wabash | 275,627 | 188,082 | 287,384 | 185,984 |
| Louisville & Nashville | 289,608 | 567,484 | 871,989 | 728,160 |
| Southern | 959,848 | 945,981 | 694,645 | 1,085,162 |
| Mobile & Ohio | 155,128 | 93,854 | 144,944 | 292,678 |
| Toledo, St. L. & Western | 110,768 | 270,987 | 208,418 | 147,208 |
| St. Louis & O'Fallon | 814,098 | 816,084 | 546,227 | 948,020 |
| St. L., I. M. & So. (Ill. Div.) | 629,056 | 611,164 | 572,086 | 888,288 |
| St. L., Troy & Eastern | 609,742 | 785,588 | 588,688 | 976,240 |
| St. L. & Bellev. Electric | 284,841 | 298,468 | 273,121 | 840,673 |
| Chicago & Eastern Ills. | 450,428 | 850,975 | 442,843 | 890,004 |
| Litchfield & Madison | 587,988 | 645,591 | 558,768 | 693,962 |
| East St. L. & Suburban | 586,700 | 587,867 | 528,987 | 625,758 |
| Illinois Traction System..... | 44,784 | ..... | ..... | ..... |
| From Ohio River | 152,150 | 135,000 | 178,740 | 68,450 |
| Total Tons..... | 8,925,579 | 9,220,555 | 8,285,889 | 10,285,143 |

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

| | | |
|-------------------------|-------------------------|-------------------------|
| 1899..... 292,118 tons. | 1904..... 155,097 tons. | 1909..... 236,040 tons. |
| 1900..... 180,550 " | 1905..... 158,848 " | 1910..... 289,468 " |
| 1901..... 200,797 " | 1906..... 174,226 " | 1911..... 487,080 " |
| 1902..... 60,944 " | 1907..... 265,751 " | 1912..... 277,688 " |
| 1903..... 185,920 " | 1908..... 286,036 " | 1913..... 274,423 " |

Receipts of Anthracite Coal in 1906: 168,895 tons local; 10,831 tons through.

| | | | | | |
|---|-------|---------|---|--------|---|
| " | 1907: | 219,817 | " | 45,934 | " |
| " | 1908: | 207,764 | " | 28,272 | " |
| " | 1909: | 218,189 | " | 22,851 | " |
| " | 1910: | 269,770 | " | 19,698 | " |
| " | 1911: | 450,238 | " | 86,757 | " |
| " | 1912: | 254,960 | " | 28,683 | " |
| " | 1913: | 261,454 | " | 22,969 | " |

Receipts of Coke, 1906. 828,400 tons.

| | | | |
|---|-------|---------|---|
| " | 1907, | 871,880 | " |
| " | 1908, | 162,280 | " |
| " | 1909, | 171,570 | " |

Receipts of Coke, 1910, 191,190 tons.

| | | | |
|---|-------|---------|---|
| " | 1911, | 192,425 | " |
| " | 1912, | 190,870 | " |
| " | 1913, | 190,857 | " |

COAL.

By J. S. KUHN, Vice-President Devoy & Kuhn Coal & Coke Co.

St. Louis continues to offer to manufacturer and domestic consumer, bituminous coal of good quality at prices lower, and very considerably lower, than prevail in any other large American City. This cheap fuel (one of the chief assets of St. Louis), is due to the close proximity of the Illinois coal fields, the nearest mine being only nine miles from the St. Louis Court House.

The opening of the hydro-electric power-house at Keokuk (the Keokuk Dam), and transmission to St. Louis of a large amount of this electric energy, has displaced a large tonnage of Coal. Contracts with the Keokuk Company were made by the Union Electric Light & Power Company and the United Railways Company of St. Louis, and the use of Keokuk Current by these two companies has decreased their consumption of coal about 275 or 300 cars per month.

There were no strikes or labor troubles during the year to interfere with the production of coal, and no serious blizzards to blockade the transportation companies.

The average price for 1913 paid by steam plants in St. Louis consuming bituminous coal in carload lots, were as follows:

| | |
|---------------------------------|-----------------|
| Clean Shaker Screened Lump..... | \$1.62 per ton. |
| Steam Lump..... | 1.57 per ton. |
| Mine Run..... | 1.48 per ton. |
| Nut Coal..... | 1.37 per ton. |
| Screenings..... | 1.12 per ton. |

Bituminous coal, delivered in wagon loads to domestic consumers, ranged as follows:

| | |
|----------------------|---------------------------|
| Standard Lump..... | \$2.25 to \$2.75 per ton. |
| High Grade Lump..... | 2.75 to 3.50 per ton. |

Anthracite coal, delivered to private residences, sold as follows:

| | |
|-------------------------|---------------------------|
| Large Egg or Grate..... | \$7.25 to \$7.75 per ton. |
| Egg and Stove..... | 7.50 to 8.00 per ton. |
| Chestnut..... | 7.75 to 8.25 per ton. |

Gas House Coke was sold at retail, during 1913, at \$6.00 to \$6.25 per ton.

ALL RAIL RATES OF FREIGHT, IN CENTS, FROM ST. LOUIS TO SOUTHERN CITIES DURING 1913.

| ARTICLES. | Memphis, Tenn. | Vicksburg, Miss. | New Orleans, La. |
|---------------------------------------|-------------------|---------------------|---------------------|
| Flour per barrel, C. L..... | 22 | 86 | 86 |
| Wheat, C. L..... | 8 | 18 | 18 |
| Other Grain, C. L..... | 6 | 12 | 12 |
| Meat, packed, per 100 lbs., C. L..... | 21 | 83 | 83 |
| Meat, loose, per 100 lbs., C. L..... | 21 | 83 | 83 |
| Hay, per 100 lbs., C. L..... | 12 | 20 | 20 |
| Feed, C. L..... | 8 | 12 | 12 |

Except as otherwise provided above St. Louis and East St. Louis rates are the same.

PUBLISHED RATES OF FREIGHT BY RAIL FROM ST. LOUIS TO NEW YORK DURING 1913.

| DATE. | Meats, Per 100 lbs. | Corn, Kafir Corn, Wheat. | Barley, Oats, Rye, Speltz. | Grain Products. | Flour, Per bbl. | Compressed Cotton, Per 100 lbs. |
|----------------------------|---------------------------|-----------------------------------|-------------------------------------|--------------------|-----------------------|---------------------------------------|
| Jan. 1st to Dec. 31st..... | 41 | 19 | 19 | 19.7 | 89.4 | ○30 |

○East St. Louis.

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 3 cents lower than New York.

Cotton to Boston 5 cents higher; to Philadelphia 2 cents, and Baltimore 3 cents lower than New York rates.

Meats to Boston 4 cents higher; to Philadelphia 2 cents, and Baltimore 3 cents lower than New York rates.

CLASS RATES FROM ST. LOUIS. (From January 1st to December 31st, 1913.)

| | 1 | 2 | 3 | 4 | 5 | 6 |
|----------------------|-----|----|-----|----|----|----|
| To New York..... | 87½ | 78 | 58½ | 41 | 85 | 29 |
| To Boston..... | 94½ | 82 | 63½ | 45 | 88 | 31 |
| To Philadelphia..... | 85½ | 74 | 56½ | 39 | 83 | 27 |
| To Baltimore..... | 84½ | 73 | 55½ | 38 | 82 | 26 |

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

| | Per 100 lbs. | | Per 100 lbs. |
|------------|--------------|----------------------------------|--------------|
| *1918..... | 19 cts. | 1900..... | 19.88 cts. |
| *1912..... | 19 " | 1899 On Grain (except Corn)..... | 21.66 " |
| *1911..... | 19 " | 1899 On Corn..... | 20 7-10 " |
| *1910..... | 19 " | 1898 On Corn..... | 20½ " |
| *1909..... | 19.50 " | 1897 On Corn for Export..... | 17½ " |
| *1908..... | 19.68 " | 1897 On Grain..... | 23-25 " |
| 1907..... | 20.50 " | 1896..... | 23 " |
| 1906..... | 20.50 " | 1895..... | 23.87 " |
| 1905..... | 20.71 " | 1894..... | 24.78 " |
| 1904..... | 21.57 " | 1893..... | 25.50 " |
| 1903..... | 21.25 " | 1892 On Grain..... | 25.63 " |
| 1902..... | 20.66 " | 1891 On Wheat..... | 29 " |
| 1901..... | 19.88 " | 1891 On Corn..... | 28½ " |

* And from St. Louis.

STAGES OF THE MISSISSIPPI RIVER AT ST. LOUIS DURING 1913, AND LEAST DEPTHS IN STEAMER CHANNEL, ST. LOUIS TO CAIRO.

As reported by COL. C. MCD. TOWNSEND, Corps of Engineers, U. S. Army.

The highest and lowest gauge readings and least depths on bars, by months, are as follows:

| MONTHS. | ST. LOUIS GAUGE READINGS. | | | | Least Depths on Bars. |
|-----------------|---------------------------|----------|-------|---------|-----------------------|
| | Date. | Highest. | Date. | Lowest. | |
| | | Feet. | | Feet. | Feet. |
| January | 25-26 | 9.4 | 14 | -1.4 | ..... |
| February | 24 | 7.5 | 11 | 2.6 | ..... |
| March | 27 | 25.7 | 6 | 4.4 | Greater than 8 feet |
| April | 16-17 | 27.2 | 30 | 18.2 | do |
| May | 28 | 18.2 | 7-17 | 15.2 | do |
| June | 14 | 17.8 | 25 | 14.6 | do |
| July | 1 | 15.9 | 31 | 10.0 | 7.0 |
| August | 1 | 9.5 | 31 | 5.1 | 7.0 |
| September | 2-3 | 5.2 | 28 | 3.5 | 7.0 |
| October | 25 | 5.9 | 1-3 | 3.6 | 7.0 |
| November | 17 | 8.0 | 12-24 | 4.2 | 7.0 |
| December | 11 | 10.0 | 31 | 3.2 | 6.5 |

The zero of the St. Louis river gauge (Market Street) is approximately 379.8 feet above mean Gulf level at Biloxi, Miss.; 33.7 feet below the St. Louis city directrix; 2.5 feet above the lowest known river stage (January 2, 1900) at this locality; and 41.3 feet below the highest known stage (June 27, 1844).

The river stage throughout the year was unusually low, the mean stage being 9.8 feet, or 2.8 feet below the mean stage of river (12.6 feet) for fifty years record at St. Louis. Except for 60 days, -4 in January, 39 in March and April, and 17 in December, the stages were below the mean daily stages, and for 8 days in January and 12 days in March, new records were established for extreme low stages during these periods. The highest stage of the year, April 16, 17, was 27.2 feet, or 0.5 feet above the stage of mean annual high water (26.7 feet); the lowest stage, January 14, was -1.4 feet, or 3.6 feet below the mean annual low water (2.2 feet).

The river was obstructed by running ice at various times between January 7 and February 15, but at no time during the year was it entirely closed to navigation.

The steamers of the U. S. Engineer Office, St. Louis, were not in commission during January and February, and soundings during these months were not obtained. The "Least Depths" below 8 feet (required by Congress in improvement of the river), July to December, inclusive, existed for a few days only in each month, and were corrected by the action of the river itself, or were promptly dredged under this office, to 8 feet or more, without delay to navigation.

For the past forty-seven seasons navigation southward has been suspended by ice as follows:

| | | |
|--------|--|---------|
| Winter | 1865-66, from December 15th to January 12th..... | 27 days |
| " | 1866-67, " December 26th to February 3d..... | 38 |
| " | 1867-68, " January 8th to February 18th..... | 40 |
| " | 1868-69, open all winter. | |
| " | 1869-70, from December 21st to December 28th..... | 7 |
| " | 1870-71, " December 21st to January 23d..... | 32 |
| " | 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th..... | 42 |
| " | 1872-73, from November 29th to January 20th..... | 51 |
| " | 1873-74, open all winter. | |
| " | 1874-75, from December 30th to February 27th..... | 58 |
| " | 1875-76, open all winter. | |
| " | 1876-77, from December 8th to February 5th..... | 58 |
| " | 1877-78, open all winter. | |
| " | 1878-79, from December 16th to January 29th and February 14th to 17th..... | 46 |
| " | 1879-80, from December 17th to December 31st, inclusive..... | 15 |
| " | 1880-81, from November 18th to December 5th, and from December 7th to 14th, and from December 24th to February 18th..... | 78 |
| " | 1881-82, open all winter. | |
| " | 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13..... | 59 |
| " | 1883-84, from Dec. 18 to Feb. 6..... | 48 |
| " | 1884-85, from Dec. 19th to 30th, and 35 days in January and Feb..... | 47 |
| " | 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7 to Feb. 16..... | 55 |
| " | 1886-87, from Dec. 1 to Dec. 14 and from Dec. 24 to Jan. 27..... | 49 |
| " | 1887-88, from Dec. 19 to an. 31..... | 43 |
| " | 1888-89, open all winter. | |
| " | 1889-90, open all winter. | |
| " | 1890-91, open all winter. | |
| " | 1891-92, from January 9th to February 1st..... | 23 |
| " | 1892-93, from Dec. 20th to Feb. 15th..... | 57 |
| " | 1893-94, open all winter. | |
| " | 1894-95, from January 1st to March 1st..... | 59 |
| " | 1895-96, open all winter. | |
| " | 1896-97, open all winter. | |
| " | 1897-98, open all winter, but some ice running. | |
| " | 1898-99, from Dec. 7 to 22, Jan 1 to 10, Jan 30 to March 1..... | 54 |
| " | 1899-1900, from Dec. 30th to Jan 13th and 24 days between January 28th and March 4th..... | 37 |
| " | 1900-1901, during February..... | 28 |
| " | 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 25th..... | 55 |
| " | 1902-1903, from Dec. 27th to Jan. 1st, and from Feb. 16th to 23rd..... | 13 |
| " | 1903-1904, from December 8th to February 24th..... | 77 |
| " | 1904-1905, from December 16th to March 3rd..... | 76 |
| " | 1905-1906, from February 5th to 19th..... | 14 |
| " | 1906-1907, December 20th to 29th..... | 9 |
| " | 1907-1908, Not entirely closed by ice, but navigation practically suspended during February, account running ice..... | 28 |
| " | 1908-1909, Not entirely closed, but heavy ice suspended navigation from January 1st to February 4th..... | |
| " | 1909-1910, Jan. 12 to 16; Dec. 29 to 31; Jan. 1 to 29..... | 37 |
| " | 1910-1911, Not closed by ice; but navigation practically suspended during Jan. and Feb. account running ice and low water. | |
| " | 1911-1912, from January 9th to February 27th..... | 47 |
| " | 1912-1913, open all winter. | |
| " | 1913-1914, open all winter, but some ice running. | |

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest stages of water noted by the U. S. Weather Bureau Office since its establishment is as follows: Zero of the gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in the shoal places between here and Cairo:

| HIGHEST. | | | LOWEST. | | |
|----------|----------------------|------------|---------|------------------------------|-------------|
| Year. | Date. | Stage. | Year. | Date. | Stage. |
| 1868. | May 13 | 27 feet. | 1868. | December 4 and 5..... | 0 ft.-0 in. |
| 1867.. | April 3 | 30.5 feet. | 1867.. | December 26 and 27.... | 0.8 feet. |
| 1868. | June 8 and 4..... | 29.3 feet. | 1868. | January 1 | 2.5 feet. |
| 1869. | June 1 | 24.4 feet. | 1869. | October 18..... | 8.0 feet. |
| 1890. | June 30 | 30.7 feet. | 1890. | December 30 and 31.... | 3.8 feet. |
| 1891. | July 4 | 33.7 feet. | 1891. | December 6..... | 2.3 feet. |
| 1892. | May 19 | 26.0 feet. | 1892. | December 7..... | 0.2 feet. |
| 1893. | May 3 | 31.5 feet. | 1893. | December 9..... | 0.0 feet. |
| 1894. | May 12 | 23.3 feet. | 1894. | February 3..... | 0.3 feet. |
| 1895. | December 22..... | 28.8 feet. | 1895. | January 27..... | -0.7 feet. |
| 1896. | May 26..... | 27.7 feet. | 1896. | December 11..... | 8.8 feet. |
| 1897.. | May 3..... | 31.0 feet. | 1897.. | December 24..... | -0.4 feet. |
| 1898. | May 28..... | 27.2 feet. | 1898. | December 11..... | 0.8 feet. |
| 1899. | April 27..... | 35.6 feet. | 1899. | February 1..... | -0.7 feet. |
| 1900. | January 2..... | 23.4 feet. | 1900. | January 2..... | -2.6 feet. |
| 1901.. | April 18 and 19..... | 22.4 feet. | 1901.. | December 19..... | -1.8 feet. |
| 1902. | July 26..... | 26.9 feet. | 1902. | January 30..... | -1.2 feet. |
| 1903. | June 10..... | 33.0 feet. | 1903. | December 18..... | 0.6 feet. |
| 1904. | April 30..... | 33.6 feet. | 1904. | December 31..... | 0.0 feet.* |
| 1905. | September 21..... | 30.2 feet. | 1905. | January 1..... | -0.8 feet. |
| 1906. | April 15..... | 26.2 feet. | 1906. | December 28..... | 3.0 feet. |
| 1907.. | July 25 and 26..... | 28.0 feet. | 1907.. | December 30..... | 4.8 feet. |
| 1908. | June 20 and 21..... | 34.9 feet. | 1908. | February 4..... | 1.7 feet. |
| 1909. | July 15 and 16..... | 35.5 feet. | 1909. | January 12..... | -1.5 feet. |
| 1910. | January 14..... | 31.9 feet. | 1910. | December 17..... | -1.4 feet. |
| 1911. | February 28..... | 19.8 feet. | 1911. | January 5..... | -2.0 feet. |
| 1912. | April 5..... | 30.8 feet. | 1912. | Dec. 23, 24, 25, Jan. 8..... | 1.9 feet. |
| 1913. | April 16 and 17..... | 27.2 feet. | 1913. | January 14..... | -1.4 feet. |

(-) Indicates reading below the zero of the gauge.

* At 6 P. M.

SUMMARY OF THE RIVER GAUGE READINGS AT ST. LOUIS, MO. FOR THE YEAR 1913.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1913, as determined from the records of the U. S. Weather Bureau Office.

| MONTH. | Highest. | Date. | Lowest. | Date. |
|----------------|--------------------|----------------|--------------------|---------|
| | <i>ft. tenths.</i> | | <i>ft. tenths.</i> | |
| January | 9 4 | 26 | -1 4 | 14 |
| February | 7 6 | 28 | 2 6 | 11 |
| March | 25 8 | 27 | 4 8 | 6 |
| April..... | 27 2 | 14, 15, 16, 17 | 13 1 | 30 |
| May..... | 18 2 | 29 | 15 1 | 17 |
| June..... | 17 8 | 14 | 14 6 | 25 |
| July..... | 16 0 | 1 | 9 8 | 31 |
| August..... | 9 5 | 1 | 4 9 | 31 |
| September..... | 5 1 | 2, 3, 4 | 8 5 | 27, 28 |
| October..... | 5 9 | 26 | 8 8 | 1, 2, 3 |
| November..... | 8 1 | 16 | 4 1 | 24 |
| December..... | 10 0 | 11 | 8 1 | 31 |

Highest stage during the year..... 27.2 feet, on April 16 and 17.
 Lowest stage during the year..... -1.4 " on January 14.
 Absolute range..... 28.6 "
 Greatest monthly range..... 21.5 " in March.
 Least monthly range..... 1.6 " in September.
 Mean range..... 6.5 "

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1913.

FROM U. S. WEATHER BUREAU RECORDS.

| 1913. | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. |
|----------------|----------|-----------|--------|--------|------|-------|-------|---------|------------|----------|-----------|-----------|
| 1 | 2.3 | 6.5 | 6.8 | 21.0 | 17.7 | 17.7 | 16.0 | 9.5 | 4.9 | 3.6 | 5.2 | 5.2 |
| 2 | 2.4 | 6.0 | 6.6 | 22.6 | 17.2 | 17.4 | 15.4 | 9.1 | 5.0 | 3.6 | 5.2 | 5.5 |
| 3 | 2.7 | 5.6 | 6.6 | 22.1 | 16.8 | 17.2 | 14.6 | 8.5 | 5.1 | 3.6 | 5.1 | 5.2 |
| 4 | 2.8 | 5.3 | 4.8 | 21.6 | 16.8 | 16.7 | 14.0 | 8.7 | 5.1 | 3.8 | 5.0 | 5.7 |
| 5 | 2.6 | 4.6 | 4.5 | 22.2 | 15.8 | 16.4 | 13.8 | 8.6 | 5.0 | 3.9 | 4.9 | 6.1 |
| 6 | 2.3 | 4.8 | 4.8 | 23.8 | 15.4 | 16.1 | 13.7 | 8.3 | 4.8 | 4.0 | 4.9 | 6.1 |
| 7 | 1.1 | 4.5 | 4.6 | 23.8 | 15.1 | 15.9 | 13.2 | 8.0 | 4.7 | 4.1 | 4.9 | 6.0 |
| 8 | 1.1 | 4.0 | 4.7 | 22.6 | 15.8 | 15.5 | 12.6 | 7.8 | 4.7 | 4.0 | 4.9 | 6.1 |
| 9 | 0.6 | 3.0 | 4.7 | 25.0 | 16.7 | 15.2 | 12.1 | 7.4 | 4.9 | 3.9 | 4.7 | 7.3 |
| 10 | -0.8 | 3.7 | 5.4 | 26.8 | 17.7 | 14.9 | 12.2 | 7.2 | 5.0 | 3.8 | 4.6 | 9.1 |
| 11 | -0.7 | 2.6 | 6.4 | 26.9 | 18.0 | 14.8 | 12.5 | 7.1 | 4.8 | 4.0 | 4.5 | 10.0 |
| 12 | -0.8 | 2.7 | 7.3 | 26.9 | 17.8 | 15.8 | 12.2 | 7.0 | 4.9 | 4.1 | 4.3 | 9.8 |
| 13 | -1.0 | 2.8 | 8.8 | 27.0 | 18.9 | 17.6 | 12.0 | 6.9 | 4.9 | 4.0 | 4.4 | 9.8 |
| 14 | -1.4 | 3.0 | 10.2 | 27.1 | 18.0 | 17.8 | 12.0 | 6.8 | 4.9 | 4.0 | 4.5 | 9.1 |
| 15 | -1.1 | 3.1 | 11.6 | 27.1 | 18.5 | 17.5 | 11.4 | 6.7 | 4.6 | 4.7 | 5.2 | 8.9 |
| 16 | -0.4 | 3.2 | 12.6 | 27.2 | 15.8 | 16.9 | 10.9 | 6.5 | 4.5 | 4.9 | 7.3 | 8.8 |
| 17 | 1.4 | 3.8 | 13.5 | 27.2 | 15.1 | 16.5 | 10.5 | 6.3 | 4.2 | 4.8 | 8.0 | 7.4 |
| 18 | 4.2 | 3.7 | 13.9 | 27.0 | 15.3 | 16.8 | 10.7 | 6.0 | 4.4 | 4.7 | 7.4 | 8.9 |
| 19 | 5.2 | 4.4 | 14.3 | 26.6 | 15.7 | 16.0 | 11.1 | 5.9 | 4.7 | 4.7 | 6.4 | 6.4 |
| 20 | 5.0 | 4.6 | 15.8 | 26.8 | 16.2 | 15.5 | 10.9 | 6.1 | 4.0 | 4.7 | 5.5 | 6.1 |
| 21 | 6.5 | 4.4 | 16.4 | 25.5 | 17.3 | 15.1 | 10.6 | 6.5 | 4.5 | 4.7 | 5.3 | 6.0 |
| 22 | 7.0 | 4.7 | 16.8 | 23.8 | 17.5 | 14.9 | 10.6 | 7.3 | 4.4 | 4.8 | 4.9 | 5.7 |
| 23 | 7.1 | 5.7 | 17.1 | 22.7 | 16.9 | 15.0 | 10.5 | 7.4 | 4.4 | 5.2 | 4.5 | 5.4 |
| 24 | 7.5 | 7.7 | 17.4 | 21.9 | 16.8 | 14.8 | 10.5 | 7.3 | 4.2 | 5.6 | 4.2 | 5.4 |
| 25 | 9.8 | 7.1 | 20.4 | 21.4 | 16.0 | 14.6 | 10.4 | 7.1 | 4.0 | 5.9 | 4.2 | 5.1 |
| 26 | 9.4 | 6.3 | 25.0 | 20.7 | 16.7 | 14.7 | 10.4 | 6.9 | 3.9 | 5.6 | 4.9 | 4.9 |
| 27 | 8.3 | 6.2 | 25.7 | 19.9 | 17.6 | 15.2 | 10.4 | 6.6 | 3.8 | 5.2 | 4.9 | 4.5 |
| 28 | 7.6 | 6.4 | 25.5 | 19.2 | 18.2 | 15.4 | 10.5 | 6.3 | 3.5 | 5.2 | 4.8 | 4.2 |
| 29 | 7.2 | ..... | 25.3 | 18.6 | 18.0 | 15.8 | 10.5 | 5.8 | 3.3 | 5.5 | 4.8 | 4.0 |
| 30 | 7.7 | ..... | 24.7 | 18.1 | 17.8 | 16.1 | 10.4 | 5.4 | 3.8 | 5.4 | 5.0 | 3.5 |
| 31 | 7.4 | ..... | 23.7 | ..... | 17.7 | ..... | 10.0 | 5.1 | ..... | 5.3 | ..... | 3.1 |
| Average Stage. | 3.6 | 4.6 | 13.0 | 23.8 | 16.6 | 16.0 | 11.8 | 7.1 | 4.5 | 4.6 | 5.1 | 6.3 |

NOTE.—The minus sign (-) indicates a stage below the zero of the gauge.

NOTE.—Highest stage during year, 27.2 feet on April 16th and 17th.

NOTE.—Lowest stage during year, 1.4 feet below the zero of the gauge on January 14th.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1913.

ARRIVALS.

| 1913. | Upp'r Miss. | Low'r Miss. | Ill-nols. | Missouri. | Ohio, Cumb. & Tenn. | Total Steamers | Barg's & Sc's | Tons of Freight Received |
|-----------------|-------------|-------------|-----------|-----------|---------------------|----------------|---------------|--------------------------|
| January | | | | | | | | |
| February | | | | | | | | |
| March | 8 | 14 | 2 | | 1 | 26 | 1 | 1,860 |
| April | 12 | 24 | 9 | 1 | 8 | 49 | 16 | 29,295 |
| May | 29 | 80 | 6 | 2 | 7 | 74 | 26 | 88,905 |
| June | 41 | 89 | 7 | 1 | 4 | 92 | 58 | 63,115 |
| July | 51 | 80 | 6 | 2 | 4 | 96 | 19 | 52,550 |
| August | 58 | 19 | 9 | 2 | 8 | 91 | 14 | 18,600 |
| September | 58 | 19 | 14 | 8 | 4 | 98 | 10 | 14,240 |
| October | 55 | 14 | 15 | | 4 | 89 | 5 | 6,970 |
| November | 81 | 18 | 12 | | 8 | 64 | 2 | 5,845 |
| December | 9 | 14 | 7 | | 2 | 22 | | 1,745 |
| Total | 847 | 221 | 88 | 11 | 85 | 692 | 181 | 211,125 |

DEPARTURES.

| 1913. | Upp'r Miss. | Low'r Miss. | Ill-nols. | Missouri. | Tenn. | Ohio | Total Dep's | Tons Ship'd |
|-----------------|-------------|-------------|-----------|-----------|-------|------|-------------|-------------|
| January | | | | | | | | |
| February | | | | | | | | |
| March | 8 | 13 | 1 | | 2 | | 24 | 1,150 |
| April | 16 | 18 | 9 | | 10 | | 43 | 8,830 |
| May | 33 | 29 | 11 | | 10 | | 83 | 5,065 |
| June | 39 | 84 | 8 | | 4 | | 85 | 5,130 |
| July | 45 | 25 | 8 | | 5 | | 88 | 4,620 |
| August | 59 | 22 | 11 | | 4 | | 96 | 4,680 |
| September | 52 | 22 | 11 | | 4 | | 89 | 4,380 |
| October | 50 | 18 | 16 | | 8 | | 87 | 5,120 |
| November | 34 | 21 | 11 | | 8 | | 69 | 8,620 |
| December | 5 | 16 | 6 | | 1 | | 28 | 2,895 |
| Total | 841 | 214 | 92 | | 46 | | 693 | 40,300 |

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

| ARRIVALS. | | | | | DEPARTURES. | | |
|------------|--------|---------|---------------------------|-------------------------------------|-------------|--------|-------------------------|
| Years. | Boats. | Barges. | Tons of Freight Received. | Tons of Lumb'r & L'gs by Raftree'd. | Years. | Boats. | Tons of Freight Shipped |
| 1913 | 692 | 131 | 211,125 | ..... | 1913 | 693 | 40,300 |
| 1912 | 854 | 208 | 223,425 | ..... | 1912 | 783 | 43,395 |
| 1911 | 808 | 859 | 801,880 | ..... | 1911 | 785 | 67,465 |
| 1910 | 559 | 209 | 148,540 | ..... | 1910 | 587 | 48,425 |
| 1909 | 738 | 329 | 251,580 | ..... | 1909 | 772 | 48,005 |
| 1908 | 908 | 444 | 298,180 | ..... | 1908 | 908 | 72,740 |
| 1907 | 942 | 888 | 289,575 | ..... | 1907 | 981 | 78,500 |
| 1906 | 1029 | 417 | 828,900 | 1,770 | 1906 | 1018 | 89,185 |
| 1905 | 1074 | 885 | 288,640 | 1,210 | 1905 | 1057 | 80,575 |
| 1904 | 1222 | 413 | 291,425 | 8,945 | 1904 | 1182 | 82,567 |
| 1903 | 1271 | 519 | 835,710 | 4,700 | 1903 | 1205 | 212,202 |
| 1902 | 1465 | 451 | 396,045 | 80,875 | 1902 | 1449 | 224,261 |
| 1901 | 1541 | 593 | 412,355 | 50,550 | 1901 | 1519 | 209,270 |
| 1900 | 1622 | 595 | 488,870 | 78,840 | 1900 | 1605 | 245,585 |
| 1899 | 1570 | 680 | 894,850 | 71,960 | 1899 | 1582 | 208,208 |
| 1898 | 1650 | 793 | 449,525 | 57,080 | 1898 | 1514 | 399,588 |
| 1897 | 1692 | 927 | 507,105 | 69,585 | 1897 | 1576 | 469,880 |
| 1896 | 2065 | 1435 | 887,765 | 84,010 | 1896 | 1945 | 572,415 |
| 1895 | 2007 | 1198 | 410,145 | 98,685 | 1895 | 1904 | 598,850 |
| 1894 | 2061 | 1245 | 455,175 | 129,865 | 1894 | 1928 | 568,080 |
| 1893 | 2037 | 1003 | 472,895 | 126,510 | 1893 | 2009 | 486,905 |

SHIPMENTS BY RIVER DURING 1913.

| ARTICLES. | By Upper Miss. River Boats. | By Mem- phis and Way Point Boats. | By Tenn- essee River Boats. | By Illinois River Boats. |
|-------------------------------|---|---|---|-----------------------------------|
| Apples, Bbls..... | | | | |
| Ale and Beer, Pkgs..... | | | | |
| Bagging, Pieces..... | | | | |
| Barbed Wire, Lbs..... | | | | |
| Butter, Lbs..... | | | | |
| Bran, Sacks..... | 710 | 30 | 830 | 720 |
| Cattle, Head..... | 186 | 138 | | 223 |
| Corn, Sacks..... | | | | |
| Corn Meal, Bbls..... | 50 | 825 | 520 | 25 |
| Cotton, Bales..... | | | | |
| Eggs, Pkgs..... | | | | |
| Flour, Bbls..... | 625 | 3,065 | 6,980 | 315 |
| Hay, Tons..... | 70 | 265 | 140 | 40 |
| Horses and Mules, Head..... | 228 | 1,033 | 333 | 136 |
| Hogs, Head..... | | | | |
| Hominy and Grits, Bbls..... | | | | |
| Pork, Bbls..... | | | | |
| Hams, Lbs..... | 17,800 | 87,000 | 7,400 | 500 |
| Meats, Lbs..... | 7,800 | 467,800 | 110,600 | 8,000 |
| Lard, Lbs..... | 12,400 | 179,200 | 12,600 | 4,300 |
| Malt, Sacks..... | | | | |
| Oats, Sacks..... | | | | |
| Oats in Bulk, Bu..... | 1,970 | 19,750 | 6,950 | 1,220 |
| Onions, Pkgs..... | | 70 | | |
| Potatoes, Pkgs..... | 3,540 | 7,020 | 130 | 2,325 |
| Rye, Sacks..... | | | | |
| Sheep, Head..... | 40 | | | |
| Tallow, Lbs..... | | | | |
| Tobacco, Hhds..... | | | | |
| Tobacco, Manfd., Lbs..... | | | | |
| Wheat, Sacks..... | | | | |
| Whiskey, Bbls..... | | | | |
| White Lead, Lbs..... | | | | |
| Mdse. and Sundries, Pkgs..... | 174,000 | 499,900 | 98,200 | 61,200 |
| Total Tons..... | 8,830 | 20,000 | 4,760 | 6,710 |

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1913 AND PREVIOUS YEARS.

| YEARS. | White Pine Feet. | Shingles, No. | Laths, No. | Pickets, No. | Logs Sup. Feet. | Yell'w Pine, Feet. | Poplar, Feet. | Cotton-wood, Feet. | Cedar, Feet. | Chest-nut, Feet. |
|--------------|------------------|---------------|------------|--------------|-----------------|--------------------|---------------|--------------------|--------------|------------------|
| Total, 1913. | 356,000 | 25,155 | 423,381 | 5,000 | 37,316 | 24,420 | 70,338 | 42,000 | 125,953 | 67,050 |
| " 1912. | 20,000 | 105,569 | 57,050 | 5,000 | 49,000 | 2,000 | 4,000 | 223,200 | 25,880 | 20,000 |
| " 1911. | 250,000 | 806,700 | 146,900 | 2,500 | 111,500 | 2,000 | 221,100 | 7,900 | 16,500 | 20,000 |
| " 1910. | 91,500 | 164,900 | 278,855 | 3,500 | 63,000 | 28,500 | 82,600 | 26,000 | 116,087 | 89,900 |
| " 1909. | 885,500 | 21,400 | 59,000 | 5,800 | 13,000 | 83,000 | 90,800 | 45,400 | 140,300 | 173,000 |
| " 1908. | 1,100,700 | 27,700 | 464,400 | 1,296,300 | 143,500 | 33,500 | 322,300 | 986,200 | 128,500 | 294,000 |
| " 1907. | 1,040,300 | 96,900 | 1,025,801 | 5,800 | 278,000 | 80,000 | 1,102,600 | 839,000 | 266,600 | 41,800 |
| " 1906. | 1,627,300 | 10,000 | 2,021,500 | 29,400 | 691,500 | 210,400 | 980,500 | 4,791,300 | 23,700 | 89,500 |
| " 1905. | 1,338,000 | 317,500 | 2,583,000 | 16,000 | 1,524,000 | 35,000 | 1,204,200 | 7,404,000 | 236,000 | 58,000 |
| " 1904. | 7,453,000 | 603,000 | 2,785,500 | 16,000 | 8,781,600 | 26,000 | 4,195,500 | 7,169,000 | 156,600 | 47,000 |
| " 1903. | 10,351,000 | 844,000 | 3,515,500 | 32,900 | 2,330,000 | 3,000 | 8,520,800 | 18,520,800 | 311,500 | 12,000 |
| " 1902. | 10,813,000 | 6,000 | 3,515,500 | 82,900 | 20,850 | 41,000 | 6,206,400 | 16,179,000 | 309,240 | 79,000 |
| " 1901. | 7,051,300 | 128,000 | 4,391,300 | 82,200 | 4,572,000 | 2,900 | 6,206,400 | 24,287,100 | 151,100 | 32,000 |
| " 1900. | 8,029,700 | 189,000 | 9,657,100 | 63,330 | 6,976,000 | 43,500 | 6,355,700 | 24,287,100 | 151,100 | 32,000 |
| " 1899. | 5,436,500 | 1,424,500 | 4,244,500 | 22,400 | 880,800 | 6,200 | 3,073,500 | 14,560,500 | 29,500 | 24,000 |

| YEARS. | Cypress Feet. | Sycamore Feet. | Ash, Feet. | Oak, Feet. | Walnut, Feet. | Gum, Feet. | Maple, Feet. | Hickory, Feet. | Cherry, Feet. | Elm, Feet. | Birch, Feet. | Mahogany, Feet. | Pecan, Feet. |
|--------------|---------------|----------------|------------|------------|---------------|------------|--------------|----------------|---------------|------------|--------------|-----------------|--------------|
| Total, 1913. | 356,000 | 31,000 | 25,155 | 423,381 | 5,000 | 37,316 | 24,420 | 70,338 | 42,000 | 125,953 | 67,050 | 20,000 | 20,000 |
| " 1912. | 20,000 | 31,000 | 105,569 | 57,050 | 5,000 | 49,000 | 2,000 | 4,000 | 221,100 | 7,900 | 16,500 | 20,000 | 20,000 |
| " 1911. | 250,000 | 11,000 | 806,700 | 146,900 | 2,500 | 111,500 | 2,000 | 221,100 | 7,900 | 16,500 | 20,000 | 20,000 | 20,000 |
| " 1910. | 91,500 | 8,000 | 164,900 | 278,855 | 3,500 | 63,000 | 28,500 | 82,600 | 90,800 | 140,300 | 173,000 | 20,000 | 20,000 |
| " 1909. | 885,500 | 21,400 | 59,000 | 5,800 | 1,296,300 | 143,500 | 33,500 | 322,300 | 839,000 | 266,600 | 41,800 | 20,000 | 20,000 |
| " 1908. | 1,100,700 | 96,900 | 27,700 | 1,025,801 | 5,800 | 278,000 | 80,000 | 1,102,600 | 980,500 | 4,791,300 | 23,700 | 89,500 | 20,000 |
| " 1907. | 1,040,300 | 10,000 | 317,500 | 2,021,500 | 29,400 | 691,500 | 210,400 | 1,204,200 | 980,500 | 7,404,000 | 23,700 | 89,500 | 20,000 |
| " 1906. | 1,338,000 | 40,000 | 603,000 | 2,583,000 | 16,000 | 1,524,000 | 35,000 | 4,195,500 | 7,169,000 | 156,600 | 47,000 | 20,000 | 20,000 |
| " 1905. | 7,453,000 | 82,000 | 844,000 | 3,515,500 | 32,900 | 2,330,000 | 26,000 | 8,520,800 | 18,520,800 | 311,500 | 12,000 | 20,000 | 20,000 |
| " 1904. | 10,351,000 | 6,000 | 1,172,300 | 3,515,500 | 82,200 | 4,572,000 | 3,000 | 6,206,400 | 16,179,000 | 309,240 | 79,000 | 20,000 | 20,000 |
| " 1903. | 10,813,000 | 128,000 | 738,500 | 4,391,300 | 82,200 | 4,572,000 | 2,900 | 6,206,400 | 16,179,000 | 309,240 | 79,000 | 20,000 | 20,000 |
| " 1902. | 7,051,300 | 189,000 | 9,657,100 | 63,330 | 6,976,000 | 43,500 | 43,500 | 6,355,700 | 24,287,100 | 151,100 | 32,000 | 20,000 | 20,000 |
| " 1901. | 8,029,700 | 249,500 | 1,424,500 | 4,244,500 | 22,400 | 880,800 | 6,200 | 3,073,500 | 14,560,500 | 29,500 | 24,000 | 20,000 | 20,000 |
| " 1899. | 5,436,500 | 249,500 | 1,424,500 | 4,244,500 | 22,400 | 880,800 | 6,200 | 3,073,500 | 14,560,500 | 29,500 | 24,000 | 20,000 | 20,000 |

COTTON.

From the Report of HENRY G. HESTER, Secretary New Orleans Cotton Exchange.

The cotton crop of the United States for the year ending with the close of August, 1913, amounted to 14,167,115 bales, showing a decrease under that of 1911-12 of 1,971,311 bales, an increase over that of 1910-11 of 2,047,020 bales, and an increase over that of 1909-10 of 3,557,447 bales.

Texas again shows an increase of over 12 per cent, but this has been more than offset by a decrease of 11.8 per cent in the group of "Other Gulf States," and a decrease of 26.3 per cent in the Atlantic States.

The figures are (in round numbers): Texas over last year, 535,000; "Other Gulf States" (embracing Louisiana, Mississippi, Arkansas, Tennessee, Oklahoma, Missouri, Arizona, California, Kansas and New Mexico) under last year, 496,000; the group of Atlantic States (including Alabama, North Carolina, South Carolina, Georgia, Florida, Kentucky and Virginia) under last year 2,010,000 bales.

These constitute the face of the figures, but considering the increase in weights, which averages 4.27 pounds per bale, the decrease is not so great by 118,000 bales in bales of last year's crop. In other words, the present crop is equal to 14,285,000 bales of last year's weights. The fact that this is the second largest crop ever grown is dwarfed by the immediate comparison with the bumper production of last year, when everything connected with cotton, excepting price, was of the "biggest," and yet no crop has sold for as much, barring that of 1910-11.

Unusually wet Spring weather in Arkansas and the Atlantic States, and floods in the Mississippi River Section, reducing acreage in the latter, gave the crop a poor start, from which it never fully recovered, notwithstanding improved conditions later, and every State except Texas shows more or less decrease in production. The weather conditions in Texas were, as a whole, remarkably favorable. These, combined with the absence of early frost and excellent harvesting conditions, resulted in the production of the largest crop for the State ever recorded.

Practically every vestige of the crop has been used and the mills have had to trench upon the visible and invisible supply left over from last season to the extent of 726,000 bales.

In grade the crop has been better, averaging Middling to Strict Middling, compared with an average for last year of Strict Low Middling to Middling, though the receipts generally from January on dropped off decidedly in quality, the scarcity of desirable cotton causing much com-

plaint. For Middling the average price per pound, 12.20 cents, compares with 10.16 last year, 14.60 the year before, and 14.37 in 1909-10, the average commercial value per bale having been \$63.59, against \$51.45 last year, \$75.69 the year before, and \$73.41 in 1909-10. Bearing in mind that this year's average grade was Middling to Strict Middling and last year's Strict Low Middling to Middling, the comparative average values per bale by months were as follows (not including linters):

From \$57.90 to \$67.88, the low price being in October and the high in December, as compared with a range of \$46.70 to \$65.91 the previous year; the low prices being in December and the high in July.

The total value of the crop compared with the previous five years is as follows:

| | Bales. | Values. |
|--------------|------------|---------------|
| 1912-13..... | 14,167,115 | \$370,035,059 |
| 1911-12..... | 16,138,426 | 810,280,764 |
| 1910-11..... | 12,120,095 | 917,355,589 |
| 1909-10..... | 10,609,668 | 778,894,095 |
| 1908-09..... | 13,825,457 | 683,794,494 |

As stated in my last annual report, these values are based on actual transactions from week to week and month to month as the cotton crop was marketed, and compared with computations made by the Secretaries of other Exchanges at leading Southern trade centers.

The values stated for the commercial crops are for cotton only, and do not, of course, include the value of the cotton seed, which, however, constitutes an important item. For example, the value of the crop for the past year, as stated, was \$370,035,059, to which if the value of the cotton seed is added, the actual wealth-producing capacity of the Southern cotton farms would be \$998,425,059. Last year the total value, including seed, was \$937,280,764, so that for a crop embracing 1,971,311 bales less cotton and 893,000 tons less seed, the South received over \$61,000,000 more in money.

The foregoing values are different from those stated by the Census Department, which may be accounted for in part by the fact that the Government data is made up several months before the season closes, when a considerable percentage of the crop remains to be disposed of.

The cotton business of St. Louis for the year ending August 31, 1913 showed a loss from the previous 12 months of over 73,000 bales but larger than the two preceding years. The total receipts were 595,428 bales against 668,579 bales in 1911-12 and 533,276 bales in 1910-11. Of the amount received 514,175 bales were on through bills of lading and 81,253 bales local. Of the local receipts 20,586 bales were sold for city consumption. Of the total receipts 369,912 bales were from Arkansas, 89,202 bales from Oklahoma, 37,091 bales from Missouri, 37,004 bales from Mississippi, 23,339 bales from Texas, 20,372 bales from Louisiana

and the remainder from Tennessee, Alabama, Kentucky, Georgia and Virginia. The Missouri crop in 1912-13 amounted to 30,859 bales as against 59,805 bales the previous year and was valued at \$1,851,552 as compared with \$2,916,092 value in 1911-12. Quotations at St. Louis ranged considerably higher than the preceding 12 months. The high on Middling cotton was $13\frac{1}{4}$ during November and December, 1912, and the low $11\frac{1}{8}$ in September and October of the same year. During 1913 the range was from $12\frac{1}{4}$ to $13\frac{1}{8}$. The Low being recorded in May and the High in January.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

| SEASON. | Gross Receipts, bales. | Through Shipments, bales. | Local Receipts, bales. |
|----------------|------------------------|---------------------------|------------------------|
| 1912-1913..... | 595,428 | 514,175 | 81,253 |
| 1911-1912..... | 668,579 | 527,185 | 141,394 |
| 1910-1911..... | 538,276 | 449,664 | 88,612 |
| 1909-1910..... | 457,323 | 372,256 | 85,066 |
| 1908-1909..... | 688,018 | 554,028 | 133,990 |
| 1907-1908..... | 481,742 | 404,753 | 76,988 |
| 1906-1907..... | 515,871 | 707,791 | 108,080 |
| 1905-1906..... | 551,091 | 482,215 | 68,876 |
| 1904-1905..... | 677,658 | 574,115 | 103,543 |
| 1903-1904..... | 521,881 | 465,677 | 56,204 |
| 1902-1903..... | 742,618 | 679,971 | 62,647 |
| 1901-1902..... | 841,258 | 619,578 | 221,680 |
| 1900-1901..... | 973,497 | 733,869 | 239,628 |
| 1899-1900..... | 802,769 | 648,635 | 154,074 |

NOTE.—Since season 1899-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1912-1913.

| MONTHS. | RECEIPTS. | | | Shipments. |
|----------------------|-----------|----------|---------|------------|
| | Local | Through. | Total. | |
| September, 1912..... | 598 | 8,512 | 4,105 | 3,692 |
| October..... | 10,513 | 43,498 | 54,011 | 86,166 |
| November..... | 22,585 | 101,425 | 124,010 | 90,618 |
| December..... | 15,981 | 124,940 | 140,921 | 105,467 |
| January, 1913..... | 11,908 | 86,846 | 98,752 | 69,453 |
| February..... | 6,581 | 43,007 | 49,588 | 44,029 |
| March..... | 8,684 | 86,171 | 39,855 | 29,161 |
| April..... | 5,811 | 80,718 | 86,024 | 25,159 |
| May..... | 448 | 14,832 | 14,780 | 19,050 |
| June..... | 1,728 | 14,671 | 16,397 | 16,035 |
| July..... | 668 | 9,718 | 10,381 | 15,865 |
| August..... | 1,807 | 5,847 | 6,654 | 18,582 |
| Total Bales..... | 81,253 | 574,175 | 595,428 | 467,285 |

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

| ROUTES. | 1912-13. | 1911-12. | 1910-11. |
|--|----------|----------|----------|
| Chicago & Eastern Illinois R. R..... | 86 | ..... | ..... |
| Chicago, Burlington & Quincy R. R. (East)..... | 105 | ..... | ..... |
| Wabash R. R. (West)..... | 2,892 | ..... | ..... |
| St. Louis, Iron Mountain & Southern R. R..... | 8,154 | 15,490 | 17,798 |
| St. Louis, Iron Mountain & Southern R. R. (Ill. Div.)..... | 289,750 | 822,004 | 250,131 |
| Missouri Pacific R. R..... | 2,683 | 568 | 1,602 |
| Mobile & Ohio R. R..... | 49,690 | 72,877 | 76,138 |
| St. Louis & San Francisco R. R..... | 97,408 | 100,808 | 73,978 |
| St. Louis Southwestern R. R..... | 82,880 | 100,772 | 61,585 |
| Illinois Central R. R..... | 8,101 | 6,844 | 7,227 |
| Missouri, Kansas & Texas R. R..... | 47,676 | 26,665 | 29,700 |
| Chicago, Rock Island & Pacific Ry..... | 8,789 | 6,529 | 6,151 |
| Louisville & Nashville R. R. and L. H. & St. L..... | 553 | 7,042 | 5,081 |
| Chicago & Alton (Mo. Div.)..... | 258 | 400 | ..... |
| Southern Railway..... | 996 | 918 | ..... |
| Lower Mississippi River Boats..... | 1,815 | 5,110 | 3,893 |
| Ohio, Cumberland and Tennessee River Boats..... | 762 | 8,062 | 67 |
| Total Bales..... | 595,428 | 668,579 | 585,276 |

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

| FROM | 1912-13. Bales. | 1911-12. Bales. | 1910-11. Bales. | 1909-10. Bales. |
|---------------------|--------------------|--------------------|--------------------|--------------------|
| Virginia..... | 800 | | | |
| Arkansas..... | 869,812 | 438,798 | 811,865 | 238,220 |
| Texas..... | 28,889 | 12,925 | 81,665 | 28,854 |
| Missouri..... | 87,081 | 50,811 | 24,846 | 15,818 |
| Tennessee..... | 5,836 | 16,903 | 11,768 | 8,488 |
| Mississippi..... | 87,004 | 58,766 | 60,789 | 85,888 |
| Alabama..... | 11,244 | 14,914 | 14,718 | 4,881 |
| Kentucky..... | 685 | 2,281 | 2,487 | 991 |
| Louisiana..... | 20,372 | 22,581 | 10,788 | 19,040 |
| Georgia..... | 181 | | | |
| Oklahoma..... | 89,202 | 55,659 | 64,826 | 55,486 |
| Total receipts..... | 586,428 | 668,579 | 583,276 | 457,822 |

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

| ROUTE. | 1912-13 BALES. | 1911-12. BALES. | 1910-11. BALES. |
|---|-------------------|--------------------|--------------------|
| St. Louis Southwestern Ry..... | | 418 | |
| Missouri, Kansas & Texas Ry..... | | 546 | |
| Chicago & Alton R. R., Mo. Div..... | | 380 | 1,081 |
| Missouri Pacific R. R..... | 60 | | 45 |
| Wabash Railway (West)..... | 2,238 | 4,800 | 520 |
| Chicago, Rock Island & Pacific Ry..... | 780 | 113 | |
| St. Louis & San Francisco R. R..... | 660 | 178 | |
| Iron Mountain & Southern Ry..... | | | |
| Illinois Central Railroad..... | 6,881 | 17,218 | 12,201 |
| Louisville, Henderson & St. Louis R. R..... | 4,024 | 1,800 | 708 |
| Louisville & Nashville R. R..... | 99 | 686 | 2,660 |
| Mobile & Ohio R. R..... | 1,600 | | |
| Southern R. R..... | 56,085 | 54,665 | 84,499 |
| Baltimore & Ohio S.-W. R. R..... | 4,150 | 25,865 | 19,500 |
| Chicago & Alton R. R. (Main Line)..... | 80,871 | 80,118 | 18,888 |
| Cleveland, Cin., Chicago & St. Louis R. R..... | 74,521 | 84,024 | 56,610 |
| Chicago & Eastern Illinois R. R..... | 68,969 | 101,777 | 72,990 |
| Vandalia R. R..... | 16,400 | 25,180 | 80,867 |
| Wabash R. R. (East)..... | 92,031 | 111,200 | 98,784 |
| Toledo, St. Louis & Western R. R..... | 80,948 | 150,225 | 142,264 |
| Chicago, Peoria & St. Louis R. R..... | 29,589 | 17,142 | 80,886 |
| Chicago, Burlington & Quincy R. R. (East)..... | 402 | 5,850 | |
| Chicago, Burlington & Quincy R. R. (West Div.)..... | 18 | | 200 |
| Other Roads..... | | | |
| River..... | | 18 | 5 |
| Total bales..... | 487,286 | 581,498 | 517,756 |

TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF MIDDLING COTTON AT ST. LOUIS EACH MONTH FOR FOUR YEARS.

| MONTHS. | 1912-13. | | 1912-1911. | | 1910-11. | | 1909-10. | |
|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. |
| September..... | 11 $\frac{1}{2}$ | 11 $\frac{3}{4}$ | 10 $\frac{1}{2}$ | 12 $\frac{1}{4}$ | 18 $\frac{1}{2}$ | 15 | 12 $\frac{1}{2}$ | 18 $\frac{1}{2}$ |
| October..... | 11 $\frac{1}{2}$ | 11 $\frac{3}{4}$ | 9 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 15 | 18 $\frac{1}{2}$ | 14 $\frac{1}{2}$ |
| November..... | 11 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 15 |
| December..... | 18 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 15 | 15 6/16 | 14 $\frac{1}{2}$ | 15 $\frac{1}{2}$ |
| January..... | 13 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 15 $\frac{1}{2}$ |
| February..... | 12 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 10 | 10 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 15 | 15 $\frac{1}{2}$ |
| March..... | 12 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 11 | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 15 |
| April..... | 12 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 11 | 11 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 14 $\frac{1}{2}$ |
| May..... | 12 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 15 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 15 $\frac{1}{2}$ |
| June..... | 12 $\frac{1}{2}$ | 12 5/16 | 11 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 15 | 15 $\frac{1}{2}$ | 14 $\frac{1}{2}$ | 15 |
| July..... | 12 8/16 | 12 5/16 | 12 $\frac{1}{2}$ | 13 $\frac{1}{2}$ | 18 | 15 | 14 $\frac{1}{2}$ | 15 |
| August..... | 12 | 12 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 18 | 15 | 15 $\frac{1}{2}$ |

SHIPMENTS TO UNITED STATES PORTS AS REPORTED BY ST. LOUIS COTTON EXCHANGE.

| | 1912-13. Bales. | 1911-12. Bales. | | 1912-13. Bales. | 1911-12. Bales. |
|---------------------|--------------------|--------------------|-------------------------|--------------------|--------------------|
| To Boston..... | 74,907 | 54,726 | To Norfolk and | | |
| " Providence..... | 84,521 | 20,877 | Newport News..... | 1,707 | 4,985 |
| " New York..... | 23,076 | 19,698 | " Portland, Maine. | 10,568 | 4,145 |
| " Philadelphia..... | 3,528 | 2,248 | " Pacific Coast..... | 4,113 | 24,860 |
| " Baltimore..... | 1,200 | 687 | " Canada..... | 27,476 | 54,815 |
| " Louisville..... | 181 | 278 | " City..... | 20,586 | 13,844 |
| " Interior points.. | 385,324 | 431,368 | " Other points..... | 2,020 | 3,438 |

Total Bales 1910-11....525,625. 1911-12....668,080. 1912-13....594,216.

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

| Year ending Aug. 31, 1913. | Receipts. bales. | Shipments. bales. | Stock. bales. |
|-------------------------------|---------------------|----------------------|------------------|
| 1913..... | 77,969 | 75,708 | 6,196 |
| 1912..... | 137,510 | 122,378 | 8,987 |
| 1911..... | 70,158 | 68,169 | 2,649 |
| 1910..... | 64,380 | 24,312 | 650 |
| 1909..... | 105,783 | 104,924 | 10,632 |
| 1908..... | 69,593 | 64,032 | 9,770 |
| 1907..... | 112,621 | 121,799 | 4,812 |
| 1906..... | 71,274 | 68,549 | 13,501 |
| 1905..... | 91,923 | 87,539 | 10,776 |
| 1904..... | 57,487 | 52,360 | 6,392 |
| 1903..... | 57,016 | 67,466 | 1,265 |

COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED BY THE NEW ORLEANS COTTON EXCHANGE.

| | 1912-1913. | 1911-1912. | 1910-1911. |
|--------------------------|------------|------------|------------|
| Alabama..... | 1,390 | 1,738 | 1,209 |
| Arkansas..... | 820 | 941 | 846 |
| Florida..... | 62 | 96 | 68 |
| Georgia..... | 1,920 | 2,878 | 1,853 |
| Louisiana..... | 390 | 408 | 273 |
| Oklahoma..... | 1,051 | 1,036 | 924 |
| Mississippi..... | 1,042 | 1,221 | 1,239 |
| North Carolina, etc..... | 974 | 1,194 | 794 |
| South Carolina..... | 1,251 | 1,732 | 1,231 |
| Tennessee, etc..... | 375 | 573 | 424 |
| Texas..... | 4,862 | 4,327 | 3,259 |
| Total crops—bales..... | 14,167 | 16,128 | 12,120 |

VALUE OF COMMERCIAL CROP.

| | Bales. | Value. |
|----------------|------------|---------------|
| 1912-1913..... | 14,167,115 | \$870,085,059 |
| 1911-1912..... | 16,138,426 | 810,260,764 |
| 1910-1911..... | 12,120,095 | 917,855,589 |
| 1909-1910..... | 10,609,668 | 778,894,095 |
| 1908-1909..... | 13,525,457 | 688,794,494 |
| 1907-1908..... | 11,571,936 | 672,285,096 |
| 1906-1907..... | 13,510,952 | 716,852,265 |
| 1905-1906..... | 11,846,988 | 641,720,486 |
| 1904-1905..... | 13,565,895 | 628,195,859 |
| 1903-1904..... | 10,011,874 | 517,501,548 |

WEIGHTS AND VALUE PER BALE.

| | 1912-13. | 1911-12. | 1910-11. | 1909-10. | 1908-09. | 1907-08. |
|--|---|----------|----------|----------|----------|----------|
| Average weight per bale— | lbs. | lbs. | lbs. | lbs. | lbs. | lbs. |
| United States standard bales.. | 577.99 | 513.72 | 513.12 | 506.62 | 518.80 | 508.67 |
| St. Louis Receipts " " " " | 517 | 512 | 514 | 506 | 512 | 510½ |
| Average value per bale St. Louis Receipts. | 1912-13, \$62.61; 1911-12, \$56.82; 1910-11, \$77.50. | | | | | |

THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.

| | | | | |
|--------------------|--------------------|--------------------|---------------------|---------------------|
| 1849-49, 2,896,938 | 1861-62, no record | 1874-75, 3,827,845 | 1887-88, 7,046,835 | 1900-01, 10,388,422 |
| 1849-50, 2,283,718 | 1862-63, no record | 1875-76, 4,632,313 | 1888-89, 6,938,290 | 1901-02, 10,680,680 |
| 1850-51, 2,454,257 | 1863-64, no record | 1876-77, 4,474,069 | 1889-90, 7,313,725 | 1902-03, 10,727,559 |
| 1851-52, 3,126,310 | 1864-65, no record | 1877-78, 4,773,865 | 1890-91, 8,655,518 | 1903-04, 10,011,874 |
| 1852-53, 3,416,214 | 1865-66, 2,277,883 | 1878-79, 5,074,155 | 1891-92, 9,035,379 | 1904-05, 12,565,885 |
| 1853-54, 3,074,979 | 1866-67, 2,282,660 | 1879-80, 5,761,252 | 1892-93, 6,700,365 | 1905-06, 11,345,988 |
| 1854-55, 2,982,634 | 1867-68, 2,559,241 | 1880-81, 6,605,750 | 1893-94, 7,549,817 | 1906-07, 12,510,982 |
| 1855-56, 3,665,557 | 1868-69, 2,433,770 | 1881-82, 5,456,048 | 1894-95, 9,901,251 | 1907-08, 11,571,966 |
| 1856-57, 3,093,737 | 1869-70, 3,114,592 | 1882-83, 6,949,756 | 1895-96, 7,157,346 | 1908-09, 13,825,457 |
| 1857-58, 3,227,339 | 1870-71, 4,317,006 | 1883-84, 5,713,200 | 1896-97, 8,757,954 | 1909-10, 10,609,668 |
| 1858-59, 4,018,914 | 1871-72, 2,971,351 | 1884-85, 5,706,165 | 1897-98, 11,199,964 | 1910-11, 12,120,096 |
| 1859-60, 4,861,292 | 1872-73, 3,874,559 | 1885-86, 6,575,091 | 1898-99, 11,274,840 | 1911-12, 16,188,425 |
| 1860-61, 3,849,469 | 1873-74, 4,170,388 | 1886-87, 6,505,087 | 1899-00, 9,436,416 | 1912-13, 14,167,115 |

AMERICAN COTTON CROP FOR THREE YEARS.

From New Orleans Cotton Exchange Report.

| | 1912-13. Bales. | 1911-12. Bales. | 1910-11. Bales. |
|--|--------------------|--------------------|--------------------|
| Port receipts | 10,189,671 | 12,181,621 | 8,888,087 |
| Overland to mills | 1,100,414 | 1,288,884 | 978,492 |
| Southern consumption | 2,969,559 | 2,744,067 | 2,868,616 |
| Less taken by Southern mills from ports | 14,259,644 | 16,209,522 | 12,175,145 |
| | 94,529 | 71,096 | 55,061 |
| TOTAL CROPS | 14,167,115 | 16,188,426 | 12,120,096 |
| EXPORTS— | | | |
| Great Britain | 8,596,641 | 4,248,639 | 8,847,899 |
| France | 965,662 | 1,136,174 | 8,960,814 |
| *Continent and Channel | 4,018,486 | 5,064,652 | 521,508 |
| Canada | 147,152 | 180,794 | 158,282 |
| TOTAL EXPORTS | 8,757,671 | 10,687,259 | 7,766,008 |
| Stock close of year | 234,688 | 282,959 | 208,991 |
| Northern mills takings | 2,468,877 | 2,681,482 | 1,928,076 |
| Average gross weight of crop bale—pounds | 517.99 | 518.72 | 518.12 |

* Including Mexico, Japan and China.

SUPPLY AND DISTRIBUTION OF AMERICAN COTTON.

(In thousands.)

SUPPLY.

| | 1912-13 | 1911-12 | 1910-11 | 1909-10 |
|----------------------------------|---------------|---------------|---------------|---------------|
| Visible supply Sept. 1 | 1,352 | 800 | 762 | 1,472 |
| Brought into sight | 14,177 | 16,142 | 12,152 | 10,564 |
| Total Supply, Bales | 15,529 | 16,942 | 12,934 | 12,056 |

DISTRIBUTION.

| | 1912-13 | 1911-12 | 1910-11 | 1909-10 |
|--|---------------|---------------|---------------|---------------|
| Takings— | | | | |
| American mills, North | 2,488 | 2,631 | 1,994 | 1,994 |
| American mills, South | 2,970 | 2,744 | 2,864 | 2,841 |
| Canadian mills | 147 | 181 | 158 | 124 |
| Mexican mills | 24 | 16 | 6 | 19 |
| *Japanese, Chinese and East Indian mills | 405 | 712 | 158 | 96 |
| European mills | 8,440 | 9,801 | 7,464 | 6,700 |
| Total mill takings | 14,474 | 15,585 | 12,184 | 11,774 |
| Burnt | | 5 | | |
| Visible supply August 31— | | | | |
| America | 844 | 365 | 287 | 248 |
| Great Britain | 441 | 571 | 836 | 809 |
| Continent | 270 | 418 | 177 | 225 |
| Total distribution, Bales | 15,529 | 16,942 | 12,934 | 12,056 |

*Including 19,000 American Cotton taken this year from Liverpool for Japan, China and East India, against 115,000 last year.

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

| ARTICLES. | 1910. | 1911. | 1912. | 1913. |
|--|---------------|---------------|-------------|---------------|
| Flour, receipts..... bbls. | 2,678,040 | 2,683,775 | 3,023,330 | 3,266,375 |
| Flour, amount manufactured bbls. | 969,540 | 1,055,416 | 1,030,704 | 1,036,761 |
| Wheat, total receipts..... bush. | 19,702,969 | 17,076,505 | 30,541,678 | 31,258,471 |
| Corn, " " " " " " | 22,849,390 | 23,621,410 | 25,979,030 | 22,189,045 |
| Oats, " " " " " " | 22,286,520 | 20,343,650 | 21,529,690 | 24,363,480 |
| Rye, " " " " " " | 336,059 | 237,815 | 186,663 | 482,734 |
| Barley, " " " " " " | 2,475,165 | 2,302,917 | 1,760,254 | 2,254,964 |
| All Grain received (including flour reduced to wheat).... " | 79,200,303 | 75,656,984 | 98,642,275 | 95,197,381 |
| Cotton, receipts..... bales. | 511,473 | 530,835 | 687,061 | 556,167 |
| Bagging, manufactured..... yards. | 11,000,000 | 1,040,000 | ..... | ..... |
| Hay, receipts..... tons. | 242,481 | 253,872 | 246,443 | 250,525 |
| Tobacco, receipts..... hhds. | 52,066 | 36,592 | 37,998 | ..... |
| Lead, receipts in pigs 80 lb. . pigs. | 2,639,740 | 2,399,190 | 2,472,440 | 1,814,250 |
| Hog Product, total shipm'ts. lbs. | 414,121,150 | 529,222,400 | 451,963,870 | 447,643,520 |
| Cattle, receipts..... head | 1,856,232 | 1,201,423 | 1,298,295 | 1,181,201 |
| Sheep " " " " " " | 776,665 | 1,024,402 | 1,052,208 | 976,122 |
| Hogs " " " " " " | 2,548,480 | 3,634,851 | 3,023,739 | 3,102,421 |
| Horses and Mules, receipts... " | 186,724 | 177,338 | 171,133 | 167,206 |
| Lumber & Logs, " " " " feet. | 3,168,704,000 | 2,868,598,000 | ..... | 3,336,254,000 |
| Wool, total receipts..... lbs. | 21,044,440 | 26,773,770 | 23,390,150 | 14,671,660 |
| Hides, " " " " " " | 71,007,770 | 64,429,940 | 59,227,300 | 52,509,300 |
| Sugar, received..... " | 182,232,500 | 203,232,500 | 206,872,250 | ..... |
| Molasses (including Glasses) rec'd, galls. | 1,266,500 | 155,250 | ..... | ..... |
| Coffee, received..... bags. | 745,440 | 636,920 | ..... | ..... |
| " " " " " " pkgs. | 40,460 | 10,940 | ..... | ..... |
| Rice, receipts..... pkgs. | 355,980 | 266,060 | ..... | ..... |
| Coal, " " " " " " tons. | 10,235,143 | 8,285,339 | ..... | 5,600,005 |
| Potatoes, receipts..... bush. | 3,878,462 | 4,809,235 | 3,656,008 | 3,179,455 |
| Salt, " " " " " " bbls. | 267,910 | 238,680 | ..... | ..... |
| " " " " " " sacks. | 244,430 | 227,633 | ..... | ..... |
| " " " " " " bush. in bulk. | 334,960 | 964,480 | ..... | ..... |
| Butter..... lbs. | 23,162,575 | 24,839,150 | 20,398,860 | 24,686,085 |
| Zinc and Spelter..... slabs. | 4,455,810 | 4,721,750 | 5,464,440 | 4,151,260 |
| Tons of freight of all kinds received and shipped..... | 51,918,100 | 47,309,290 | 51,742,359 | 54,809,560 |

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

| By— | Flour. Barrels. | Wheat. Bush. | Corn. Bush. | Oats. Bush. | Rye. Bush. | Barley. Bush. |
|---------------------------------------|--------------------|-------------------|-------------------|-------------------|----------------|------------------|
| Chicago & Alton R.R. (Mo. Div.) | 175,175 | 1,105,857 | 165,600 | 89,100 | 8,800 | 15,800 |
| Missouri Pacific R. R. | 568,590 | 5,648,968 | 590,400 | 180,200 | 6,600 | ..... |
| St. Louis and San Francisco R. R. | 117,485 | 844,800 | 25,200 | 110,500 | 1,200 | 8,550 |
| Wabash R. R. (West) | 231,620 | 5,946,000 | 8,081,200 | 4,562,800 | 50,700 | 57,000 |
| Chicago, B. I. & Pacific Ry. | 466,615 | 1,525,200 | 117,600 | 222,700 | ..... | 8,800 |
| Mo., Kansas & Texas R. R. | 83,225 | 1,968,200 | 182,000 | 76,500 | 5,500 | 8,200 |
| St. Louis Southwestern R. R. | 850 | ..... | ..... | 5,100 | ..... | ..... |
| St. L., Iron Mount. & So. R. R. | 6,400 | 156,000 | 15,600 | 59,500 | 11,000 | ..... |
| St. L., I. M. & So. R. R. (Ill. Div.) | 16,480 | 159,600 | 21,600 | 8,400 | ..... | ..... |
| Illinois Central R. R. | 23,090 | 296,985 | 1,838,900 | 812,600 | 6,600 | 52,800 |
| Louisville, Henderson & St. L. R. R. | ..... | 2,400 | ..... | ..... | ..... | ..... |
| Louisville & Nashville R. R. | 8,080 | 49,200 | 2,400 | 1,600 | ..... | 470 |
| Mobile & Ohio R. R. | 1,120 | 19,200 | ..... | ..... | ..... | ..... |
| Southern Railway | 86,370 | 26,400 | 1,200 | ..... | ..... | ..... |
| Baltimore & Ohio S. W. R. R. | 24,280 | 80,400 | 820,400 | 170,000 | ..... | ..... |
| Chicago & Alton R. R. (Main Line) | 496,885 | 668,709 | 2,520,000 | 2,372,200 | 70,810 | 529,000 |
| Cleveland, Cin., Chi. & St. L. R. R. | ..... | ..... | ..... | ..... | ..... | ..... |
| Vandalia R. R. | 118,470 | 28,800 | 892,400 | 297,500 | ..... | ..... |
| Wabash R. R. (East) | 118,820 | 640,800 | 4,254,000 | 8,690,700 | 80,900 | 96,050 |
| Toledo, St. Louis & Western R. R. | 18,880 | 86,000 | 60,800 | 54,400 | ..... | 4,800 |
| Chicago, Peoria & St. Louis R. R. | 108,455 | 501,600 | 1,228,800 | 2,208,800 | 86,840 | 569,600 |
| Chicago, B. & Q. B. R. (East Div.) | 845,580 | 1,670,400 | 1,372,800 | 1,601,400 | 83,800 | 19,200 |
| C., B. & Q. B. R. (West Div.) | 217,705 | 8,824,800 | 4,848,000 | 6,990,400 | 175,800 | 877,800 |
| Chicago & Eastern Illinois R. R. | 129,970 | 158,870 | 106,800 | 68,650 | 1,100 | ..... |
| St. Louis, Troy & Eastern Ry. | 26,690 | 80,000 | ..... | 6,500 | ..... | ..... |
| Illinois Traction System | ..... | 249,600 | 682,800 | 425,000 | ..... | ..... |
| Litchfield & Madison R. R. | ..... | ..... | ..... | ..... | ..... | ..... |
| Upper Mississippi River | 180 | 126,428 | 52,270 | ..... | 54 | ..... |
| Lower " " | 400 | 75,458 | 18,410 | 250 | 80 | 894 |
| Illinois " " | ..... | 41,520 | 6,765 | 280 | ..... | ..... |
| Missouri " " | ..... | 89,869 | 8,100 | 2,600 | ..... | ..... |
| Ohio, Cumb. & Tenn. Rivers | 10 | 117 | ..... | ..... | ..... | ..... |
| By Wagon | ..... | 800,000 | 400,000 | 400,000 | ..... | ..... |
| Total Receipts | 8,266,875 | 81,258,471 | 22,189,045 | 24,868,490 | 482,784 | 2,254,964 |
| Flour Manufactured | 1,086,787 | ..... | ..... | ..... | ..... | ..... |
| In store January 1st, 1913. | 80,850 | 8,154,985 | 122,096 | 155,270 | 20,756 | ..... |
| Total movement | 4,868,966 | 84,418,406 | 22,811,140 | 24,518,760 | 458,490 | 2,254,964 |

MOVEMENT IN FLOUR AND GRAIN FOR 1913.

SHIPMENTS.

| By— | Flour, Bbls | Wheat, Bush. | Corn, Bush. | Oats, Bush. | Rye, Bush. | Barley Bush. |
|---------------------------------------|----------------|-----------------|----------------|----------------|---------------|-----------------|
| Chicago & Alton R.R. (Mo. Div.) | 5,270 | 8,880 | 4,150 | 10,800 | ..... | ..... |
| Missouri Pacific Ry..... | 22,635 | 29,920 | 68,519 | 289,670 | ..... | ..... |
| Wabash R. R. (West)..... | 64,775 | 84,240 | 48,170 | 2,700 | 2,460 | ..... |
| Chicago, R. I. & Pacific Ry..... | 80,945 | ..... | 22,790 | 18,760 | ..... | ..... |
| St. Louis and San Francisco R.R. | 79,410 | 295,130 | 1,122,350 | 1,967,070 | 26,255 | 27,760 |
| Missouri, Kansas & Texas R. R. | 880 | 84,900 | 72,170 | 29,670 | ..... | ..... |
| St. Louis Southwestern R. R. | 34,555 | 12,860 | 66,650 | 106,470 | 14,410 | 40 |
| St. Louis, Iron Mount. & So. R.R. | 221,270 | 1,965,370 | 1,145,900 | 1,067,355 | 36,380 | 8,230 |
| St. L., I. M. & So. R. R. (Ill. Div.) | 44,560 | 275,260 | 801,810 | 808,920 | 45,900 | 2,900 |
| Illinois Central R. R. | 675,025 | 5,812,500 | 2,170,100 | 5,390,755 | 45,740 | 19,840 |
| Louisville, Henderson & St. L. R.R. | 44,140 | 466,480 | 319,280 | 250,410 | 42,530 | 3,300 |
| Louisville & Nashville R. R. | 168,585 | 2,818,690 | 1,448,450 | 1,594,680 | 28,020 | 1,000 |
| Mobile & Ohio R. R. | 712,345 | 1,678,250 | 2,182,910 | 3,586,460 | ..... | 930 |
| Southern Railway..... | 238,350 | 3,949,220 | 1,152,465 | 793,410 | 25,840 | 29,010 |
| Baltimore & Ohio S. W. R. R. | 842,815 | 2,157,520 | 508,240 | 367,125 | ..... | ..... |
| Chicago & Alton R.R. (Main Line) | 169,770 | 1,433,815 | 49,970 | 19,350 | 1,020 | 5,290 |
| Cleve., Cin., Chicago & St. L. R. R. | 191,290 | 1,141,735 | 161,840 | 87,590 | ..... | 960 |
| Chicago & Eastern Illinois R. R. | 104,130 | 67,320 | 6,550 | 6,510 | ..... | ..... |
| Vandalia Railroad..... | 246,445 | 995,970 | 77,350 | 146,840 | 17,960 | 800 |
| Wabash R. R. (East)..... | 252,105 | 802,945 | 125,890 | 58,950 | ..... | ..... |
| Toledo, St. Louis & Western R. R. | 225,925 | 1,561,670 | 512,995 | 67,520 | ..... | ..... |
| Chicago, Peoria & St. Louis R.R. | 6,660 | 65,030 | 33,970 | 9,230 | ..... | ..... |
| Chicago, Burl. & Quincy R.R. (East) | 10 | ..... | ..... | ..... | ..... | ..... |
| U. R. & Q. R. R., (West. Div.).... | 20 | ..... | 860 | ..... | ..... | ..... |
| Illinois Traction System..... | 1,430 | ..... | ..... | 430 | ..... | ..... |
| Litchfield & Madison Ry..... | 600 | ..... | ..... | 4,800 | ..... | ..... |
| Upper Mississippi River..... | 625 | ..... | ..... | 1,970 | ..... | ..... |
| Lower " " " " " " " " " " " " | 3,065 | ..... | ..... | 19,750 | ..... | ..... |
| Illinois " " " " " " " " " " " " | 315 | ..... | ..... | 1,220 | ..... | ..... |
| Missouri " " " " " " " " " " " " | ..... | ..... | ..... | ..... | ..... | ..... |
| Tenn., Cumb. & Ohio Rivers..... | 6,980 | ..... | ..... | 6,950 | ..... | ..... |
| Total Shipments..... | 3,590,930 | 25,148,065 | 11,598,360 | 16,140,365 | 286,515 | 100,060 |
| Ground in city mills..... | ..... | 4,685,454 | ..... | ..... | ..... | ..... |
| City consumption..... | 435,381 | 2,741,953 | 10,440,890 | 7,185,193 | 127,299 | 2,119,180 |
| Stock on hand Jan. 1st, 1914..... | 57,675 | 1,857,964 | 276,890 | 1,193,192 | 39,676 | 85,724 |
| Total movement..... | 4,383,986 | 34,413,466 | 22,311,140 | 24,518,750 | 453,490 | 2,254,964 |

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1913.

| 1913 | Flour, bbls. | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Barley, bush. | Bran and Millfeed. | | Cotton. | | Hay, tons. Local |
|---------------|-----------------|-----------------|----------------|----------------|---------------|------------------|-----------------------|------|---------|---------|------------------------|
| | | | | | | | Bags. | Cars | Local | Thro. | |
| Jan. 4.. | 24,850 | 441,600 | 352,800 | 272,000 | | 22,400 | 9,580 | 15 | 747 | 2,405 | 1,890 |
| " 11.. | 75,150 | 1,051,200 | 900,000 | 838,100 | 6,600 | 52,800 | 35,270 | 46 | 3,096 | 22,180 | 5,220 |
| " 18.. | 130,070 | 1,831,200 | 1,353,600 | 1,446,700 | 14,300 | 137,600 | 63,920 | 91 | 6,046 | 42,361 | 7,715 |
| " 25.. | 194,950 | 2,719,200 | 1,963,200 | 2,002,600 | 16,500 | 184,000 | 82,730 | 150 | 9,452 | 59,094 | 10,990 |
| Feb. 1.. | 257,530 | 3,536,400 | 2,638,800 | 2,463,300 | 17,600 | 230,400 | 99,740 | 194 | 11,906 | 86,846 | 14,950 |
| " 8.. | 314,680 | 4,279,200 | 3,412,800 | 2,918,900 | 19,800 | 304,000 | 117,100 | 218 | 13,480 | 99,508 | 18,675 |
| " 15.. | 379,830 | 4,953,600 | 4,362,000 | 3,401,700 | 24,200 | 355,200 | 145,140 | 232 | 14,590 | 108,961 | 23,195 |
| " 22.. | 428,180 | 5,702,400 | 5,264,400 | 3,961,000 | 28,600 | 393,600 | 189,060 | 271 | 15,901 | 117,401 | 28,280 |
| March 1.. | 494,240 | 6,345,600 | 5,865,600 | 4,503,300 | 34,100 | 446,400 | 215,370 | 280 | 18,487 | 129,853 | 32,385 |
| " 8.. | 561,500 | 6,740,400 | 6,217,200 | 4,890,900 | 36,300 | 510,000 | 227,560 | 285 | 18,993 | 137,891 | 34,450 |
| " 15.. | 624,730 | 7,255,050 | 6,561,600 | 5,283,700 | 38,500 | 580,400 | 240,940 | 288 | 19,596 | 145,938 | 36,700 |
| " 22.. | 694,030 | 7,799,301 | 6,869,075 | 5,589,600 | 41,800 | 597,200 | 251,180 | 293 | 20,934 | 153,259 | 38,100 |
| " 29.. | 743,270 | 8,160,801 | 7,075,225 | 5,868,400 | 47,300 | 613,200 | 263,830 | 293 | 22,030 | 163,720 | 40,565 |
| April 5.. | 796,810 | 8,416,509 | 7,456,823 | 6,120,000 | 48,400 | 627,600 | 272,890 | 294 | 22,913 | 170,485 | 43,285 |
| " 12.. | 852,600 | 8,699,790 | 7,860,925 | 6,376,700 | 51,800 | 632,750 | 282,340 | 303 | 23,995 | 178,529 | 45,660 |
| " 19.. | 907,220 | 8,939,871 | 8,298,825 | 6,652,100 | 55,100 | 632,750 | 292,210 | 311 | 24,996 | 185,539 | 47,940 |
| " 26.. | 963,520 | 9,363,588 | 8,942,325 | 7,034,550 | 58,400 | 632,750 | 302,440 | 319 | 25,912 | 192,587 | 51,250 |
| May 3.. | 1,022,945 | 9,809,418 | 9,614,375 | 7,388,450 | 58,400 | 634,350 | 318,020 | 328 | 26,656 | 198,652 | 53,515 |
| " 10.. | 1,081,415 | 10,489,854 | 10,287,800 | 7,781,150 | 59,500 | 635,950 | 333,840 | 339 | 27,250 | 202,706 | 56,745 |
| " 17.. | 1,136,895 | 10,848,744 | 10,688,050 | 8,076,950 | 60,600 | 639,150 | 348,016 | 339 | 27,437 | 204,765 | 58,710 |
| " 24.. | 1,193,025 | 11,062,344 | 11,103,350 | 8,360,850 | 61,700 | 642,350 | 364,860 | 342 | 27,592 | 207,623 | 61,035 |
| " 31.. | 1,245,765 | 11,274,969 | 11,677,125 | 8,698,050 | 62,800 | 642,350 | 380,180 | 343 | 27,980 | 211,099 | 63,965 |
| June 7.. | 1,295,685 | 11,500,821 | 12,445,500 | 9,277,650 | 62,800 | 664,750 | 392,180 | 346 | 28,748 | 213,551 | 67,265 |
| " 14.. | 1,358,895 | 11,935,421 | 13,055,525 | 9,658,450 | 63,900 | 672,750 | 401,210 | 351 | 29,340 | 216,997 | 71,765 |
| " 21.. | 1,418,750 | 12,231,621 | 13,475,650 | 9,974,650 | 68,300 | 680,750 | 415,430 | 353 | 30,031 | 220,398 | 74,390 |
| " 28.. | 1,480,750 | 12,416,421 | 13,911,750 | 10,591,750 | 71,600 | 689,220 | 431,670 | 354 | 30,560 | 222,913 | 76,545 |
| July 5.. | 1,523,650 | 12,616,073 | 14,081,325 | 10,773,650 | 72,700 | 692,420 | 445,540 | 359 | 30,774 | 225,436 | 78,935 |
| " 12.. | 1,585,330 | 13,601,213 | 14,394,525 | 11,141,500 | 77,100 | 697,220 | 464,950 | 361 | 31,027 | 229,530 | 81,960 |
| " 19.. | 1,646,580 | 14,964,086 | 14,603,325 | 11,471,300 | 84,830 | 702,020 | 490,510 | 376 | 31,618 | 232,139 | 84,115 |
| " 26.. | 1,705,450 | 16,069,541 | 14,833,900 | 11,876,150 | 90,330 | 721,260 | 507,960 | 400 | 31,703 | 233,525 | 87,260 |
| Aug. 2.. | 1,775,665 | 16,516,791 | 15,106,275 | 12,296,080 | 117,830 | 726,280 | 536,020 | 437 | 31,727 | 235,080 | 90,830 |
| " 9.. | 1,843,975 | 19,752,290 | 15,355,875 | 12,868,980 | 138,730 | 751,880 | 560,400 | 459 | 31,747 | 236,591 | 93,860 |
| " 16.. | 1,914,295 | 20,797,588 | 15,564,725 | 13,062,880 | 170,670 | 755,080 | 592,800 | 470 | 32,257 | 238,005 | 96,720 |
| " 23.. | 1,983,705 | 21,471,098 | 16,007,725 | 14,332,680 | 191,570 | 758,280 | 616,240 | 496 | 32,617 | 239,240 | 101,460 |
| " 30.. | 2,059,705 | 22,303,944 | 16,555,500 | 15,149,080 | 220,570 | 759,880 | 635,950 | 508 | 33,741 | 240,290 | 106,760 |
| Sept. 6.. | 2,131,500 | 22,831,006 | 16,961,350 | 15,779,080 | 253,570 | 796,680 | 652,470 | 508 | 33,947 | 241,692 | 113,550 |
| " 13.. | 2,209,955 | 23,337,351 | 17,302,150 | 16,338,330 | 272,270 | 822,514 | 684,430 | 531 | 34,340 | 243,068 | 119,440 |
| " 20.. | 2,296,385 | 23,770,840 | 17,488,675 | 16,836,480 | 278,570 | 867,314 | 717,750 | 553 | 34,816 | 246,736 | 123,165 |
| " 27.. | 2,367,705 | 23,972,400 | 17,774,275 | 17,374,280 | 293,170 | 924,914 | 739,060 | 568 | 34,947 | 250,238 | 126,910 |
| Oct. 4.. | 2,438,935 | 24,347,379 | 18,033,525 | 17,916,580 | 307,470 | 1,006,714 | 774,330 | 581 | 36,320 | 255,798 | 131,495 |
| " 11.. | 2,512,315 | 24,765,942 | 18,263,950 | 18,588,080 | 316,270 | 1,142,314 | 807,360 | 600 | 37,397 | 275,041 | 137,820 |
| " 18.. | 2,579,105 | 25,207,071 | 18,539,545 | 19,121,880 | 331,670 | 1,271,914 | 829,120 | 620 | 40,890 | 286,003 | 145,605 |
| " 25.. | 2,639,445 | 25,673,400 | 18,875,895 | 19,565,580 | 352,624 | 1,379,114 | 863,470 | 659 | 44,864 | 312,840 | 149,500 |
| Nov. 1.. | 2,702,885 | 26,251,095 | 19,136,355 | 20,056,880 | 357,234 | 1,460,714 | 885,850 | 681 | 47,944 | 334,547 | 152,075 |
| " 8.. | 2,777,296 | 26,887,302 | 19,348,865 | 20,731,780 | 359,334 | 1,571,114 | 919,960 | 694 | 51,476 | 359,528 | 155,575 |
| " 15.. | 2,849,615 | 27,013,002 | 19,598,780 | 21,285,980 | 363,634 | 1,719,914 | 951,430 | 721 | 54,194 | 378,265 | 161,180 |
| " 22.. | 2,918,020 | 28,154,513 | 19,853,190 | 21,727,950 | 371,084 | 1,818,714 | 980,260 | 734 | 56,810 | 394,165 | 165,540 |
| " 29.. | 2,986,740 | 28,729,475 | 20,798,335 | 22,108,780 | 378,834 | 1,943,514 | 995,690 | 754 | 60,504 | 407,868 | 168,880 |
| Dec. 6.. | 3,053,610 | 29,235,144 | 20,349,595 | 22,486,180 | 383,234 | 2,044,314 | 1,025,600 | 775 | 64,311 | 424,783 | 171,545 |
| " 13.. | 3,125,355 | 29,777,349 | 20,619,425 | 22,963,680 | 390,834 | 2,114,114 | 1,067,010 | 796 | 66,779 | 440,734 | 174,105 |
| " 20.. | 3,181,275 | 30,359,394 | 21,107,070 | 23,308,980 | 410,734 | 2,162,114 | 1,101,020 | 813 | 70,100 | 454,125 | 178,320 |
| " 27.. | 3,238,505 | 30,793,476 | 21,579,045 | 23,703,380 | 416,234 | 2,201,714 | 1,117,510 | 843 | 74,056 | 469,016 | 185,075 |
| " 31.. | 3,266,375 | 30,958,471 | 21,759,045 | 23,963,480 | 432,734 | 2,254,964 | 1,134,900 | 872 | 75,953 | 480,214 | 187,540 |
| By Wagon | 300,000 | | 400,000 | 400,000 | | | | | | | |
| Grand total.. | 3,266,375 | 31,258,471 | 22,180,045 | 24,363,480 | 432,734 | 2,254,964 | 1,134,900 | 872 | 75,953 | 480,214 | 187,540 |

**RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1913—Continued.**

| Hay, tons. Thro | Lead, pigs. | HOG PRODUCTS. | | Wool, lbs. | Cattle, head. | Sheep, head. | Hogs, head. | Horses and Mules. | Flax Seed, bush. | Zinc and Spelter, slabs. |
|-----------------------|----------------|----------------|---------------|---------------|------------------|-----------------|----------------|-------------------------|------------------------|-----------------------------------|
| | | Meats, lbs. | Lard, lbs. | | | | | | | |
| 990 | 23,080 | 511,000 | 35,400 | 1,000 | 12,932 | 16,534 | 45,276 | 2,022 | | 65,760 |
| 2,940 | 67,430 | 2,016,100 | 127,000 | 60,740 | 36,423 | 34,534 | 126,955 | 7,858 | | 153,090 |
| 4,523 | 149,540 | 3,284,000 | 938,200 | 66,470 | 59,699 | 53,936 | 193,578 | 15,044 | | 247,750 |
| 6,525 | 187,780 | 4,881,500 | 1,113,700 | 68,800 | 79,727 | 70,909 | 278,719 | 20,363 | | 368,190 |
| 8,450 | 241,220 | 6,341,300 | 1,389,600 | 69,200 | 102,741 | 82,000 | 354,829 | 26,161 | 5,000 | 477,480 |
| 9,815 | 291,400 | 7,856,500 | 1,897,300 | 76,700 | 124,251 | 96,466 | 424,807 | 31,539 | 5,500 | 549,940 |
| 12,330 | 348,090 | 9,940,600 | 2,284,800 | 165,600 | 143,032 | 108,312 | 492,239 | 34,619 | | 668,200 |
| 14,875 | 385,480 | 11,929,600 | 2,321,300 | 250,450 | 160,049 | 119,059 | 556,833 | 37,424 | | 751,050 |
| 16,640 | 420,980 | 13,960,900 | 2,638,600 | 293,260 | 178,976 | 133,827 | 628,636 | 41,094 | 15,000 | 868,070 |
| 17,515 | 478,530 | 16,479,900 | 3,142,600 | 294,390 | 193,377 | 148,701 | 663,264 | 45,616 | 15,000 | 969,540 |
| 18,515 | 499,710 | 18,042,000 | 4,132,300 | 312,690 | 209,654 | 158,851 | 757,587 | 49,285 | 15,000 | 1,055,810 |
| 19,040 | 515,240 | 19,792,700 | 4,349,100 | 313,390 | 221,563 | 169,894 | 808,960 | 52,656 | 15,000 | 1,124,450 |
| 19,675 | 535,870 | 21,727,400 | 5,734,200 | 355,390 | 233,288 | 181,351 | 849,398 | 55,334 | 15,000 | 1,215,130 |
| 20,195 | 546,740 | 23,406,800 | 6,715,800 | 357,190 | 246,213 | 190,920 | 906,529 | 56,478 | 15,000 | 1,317,830 |
| 21,025 | 558,920 | 24,799,600 | 7,440,900 | 360,790 | 260,358 | 199,251 | 943,173 | 58,505 | 15,000 | 1,397,790 |
| 21,665 | 572,380 | 26,837,400 | 8,247,200 | 367,490 | 273,090 | 212,059 | 997,024 | 60,065 | 15,000 | 1,457,390 |
| 22,420 | 581,950 | 29,197,900 | 9,047,200 | 456,290 | 313,223 | 225,131 | 1,048,149 | 62,933 | 15,000 | 1,530,960 |
| 23,160 | 603,700 | 31,431,700 | 10,205,100 | 526,490 | 298,410 | 238,175 | 1,102,723 | 65,325 | 15,000 | 1,616,430 |
| 24,210 | 605,130 | 34,775,400 | 10,996,800 | 606,530 | 315,300 | 254,690 | 1,160,064 | 67,430 | 15,000 | 1,693,890 |
| 24,775 | 624,630 | 36,825,300 | 11,914,300 | 926,800 | 329,834 | 276,910 | 1,216,767 | 69,313 | 15,230 | 1,780,780 |
| 25,685 | 645,490 | 39,182,400 | 12,679,600 | 1,200,170 | 343,387 | 298,202 | 1,287,522 | 71,228 | 15,230 | 1,858,740 |
| 26,300 | 658,290 | 41,437,800 | 12,417,900 | 1,643,140 | 359,066 | 314,023 | 1,345,528 | 73,354 | 15,230 | 1,909,020 |
| 27,070 | 679,770 | 43,172,500 | 13,990,800 | 2,131,940 | 382,107 | 346,924 | 1,432,069 | 75,122 | 15,230 | 1,976,160 |
| 28,475 | 694,510 | 45,557,400 | 14,672,900 | 2,726,130 | 403,841 | 380,876 | 1,496,827 | 77,172 | 15,230 | 2,031,640 |
| 29,045 | 710,810 | 48,120,900 | 15,387,800 | 3,247,290 | 436,122 | 419,178 | 1,559,906 | 78,543 | 15,230 | 2,091,950 |
| 29,500 | 725,690 | 51,555,300 | 16,378,900 | 4,492,400 | 458,761 | 447,711 | 1,621,953 | 80,469 | 15,230 | 2,160,070 |
| 29,525 | 738,300 | 52,957,300 | 16,859,100 | 5,779,100 | 468,461 | 472,760 | 1,665,245 | 80,970 | 15,230 | 2,212,890 |
| 30,915 | 753,220 | 56,614,400 | 18,463,300 | 8,075,690 | 491,229 | 505,804 | 1,733,190 | 82,462 | 15,230 | 2,300,540 |
| 31,525 | 771,060 | 58,273,500 | 19,225,200 | 10,025,530 | 520,515 | 540,430 | 1,779,641 | 83,693 | 15,230 | 2,366,910 |
| 32,420 | 783,560 | 61,182,800 | 19,812,200 | 11,799,430 | 557,201 | 568,992 | 1,836,615 | 86,232 | 15,230 | 2,433,940 |
| 33,365 | 807,010 | 64,537,300 | 20,264,000 | 12,480,610 | 583,687 | 601,892 | 1,878,066 | 87,082 | 15,230 | 2,524,900 |
| 33,965 | 829,550 | 66,483,500 | 21,255,600 | 12,840,430 | 611,176 | 626,195 | 1,928,458 | 89,268 | 15,230 | 2,615,600 |
| 34,695 | 850,950 | 69,495,200 | 21,920,300 | 13,098,630 | 638,861 | 651,902 | 1,990,212 | 90,951 | 17,430 | 2,690,180 |
| 35,925 | 861,080 | 71,650,200 | 22,788,000 | 13,316,540 | 669,927 | 672,270 | 2,026,159 | 94,120 | 18,630 | 2,735,720 |
| 36,955 | 876,320 | 76,310,600 | 25,293,200 | 13,400,320 | 706,696 | 695,027 | 2,074,672 | 96,555 | 25,300 | 2,795,690 |
| 38,215 | 901,650 | 77,963,000 | 24,117,400 | 13,642,820 | 743,913 | 724,234 | 2,119,007 | 99,935 | 25,300 | 2,885,220 |
| 39,885 | 923,880 | 80,912,200 | 25,076,500 | 13,937,360 | 781,173 | 739,529 | 2,177,438 | 103,056 | 25,300 | 2,981,740 |
| 41,215 | 947,870 | 84,230,900 | 26,010,600 | 13,951,500 | 806,866 | 757,385 | 2,226,627 | 106,099 | 25,300 | 3,064,580 |
| 42,820 | 976,320 | 86,864,300 | 26,917,500 | 13,981,960 | 842,011 | 770,800 | 2,279,671 | 107,812 | 25,330 | 3,121,940 |
| 44,045 | 990,070 | 89,383,200 | 27,779,600 | 14,078,760 | 878,657 | 784,515 | 2,335,390 | 112,030 | 25,330 | 3,223,410 |
| 45,220 | 1,008,210 | 91,737,500 | 28,025,600 | 14,112,360 | 906,620 | 797,910 | 2,381,678 | 115,690 | 25,330 | 3,305,190 |
| 46,870 | 1,032,810 | 94,143,000 | 28,523,600 | 14,126,760 | 935,436 | 814,180 | 2,428,466 | 119,818 | 25,330 | 3,386,440 |
| 48,480 | 1,057,490 | 97,253,300 | 29,217,000 | 14,237,560 | 968,054 | 826,360 | 2,477,950 | 123,584 | 25,330 | 3,475,570 |
| 49,725 | 1,074,420 | 99,579,200 | 29,919,800 | 14,397,360 | 1,004,313 | 845,112 | 2,527,311 | 128,624 | 25,330 | 3,556,140 |
| 50,785 | 1,098,810 | 101,803,300 | 30,092,200 | 14,524,960 | 1,041,949 | 875,948 | 2,583,807 | 134,027 | 25,330 | 3,664,700 |
| 52,545 | 1,124,540 | 104,428,800 | 31,093,700 | 14,541,960 | 1,066,185 | 893,655 | 2,634,477 | 138,255 | 25,900 | 3,748,020 |
| 54,155 | 1,148,340 | 107,085,500 | 31,298,200 | 14,614,960 | 1,095,164 | 900,924 | 2,724,542 | 143,524 | 25,900 | 3,820,510 |
| 55,925 | 1,180,050 | 108,957,900 | 31,551,800 | 14,617,360 | 1,108,080 | 912,785 | 2,780,339 | 147,219 | 25,900 | 3,900,010 |
| 58,305 | 1,211,890 | 111,255,700 | 31,551,800 | 14,621,560 | 1,125,225 | 924,297 | 2,843,375 | 152,207 | 25,900 | 3,955,190 |
| 59,805 | 1,232,170 | 113,699,500 | 31,906,800 | 14,626,560 | 1,147,200 | 945,054 | 2,931,425 | 156,250 | 25,900 | 4,032,050 |
| 61,115 | 1,259,140 | 115,625,700 | 32,018,400 | 14,657,160 | 1,167,206 | 965,247 | 3,015,546 | 161,160 | 25,900 | 4,085,370 |
| 62,395 | 1,297,750 | 116,971,800 | 32,362,500 | 14,661,160 | 1,178,274 | 966,077 | 3,065,829 | 164,275 | 25,900 | 4,122,060 |
| 62,985 | 1,314,250 | 117,632,380 | 32,712,300 | 14,671,660 | 1,188,735 | 976,122 | 3,102,421 | 167,206 | 25,900 | 4,151,260 |
| 62,985 | 1,314,250 | 117,632,380 | 32,712,300 | 14,671,660 | 1,188,735 | 976,122 | 3,102,421 | 167,206 | 25,900 | 4,151,260 |

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1913.

| 1913 | | Flour, | Wheat, | Corn, | Oats, | Rye, | Barley, | Bran. | | Corn Meal, bbls. | Cotton, bales. | Hay, tons. |
|-------|----|-----------|------------|------------|------------|---------|---------|-----------|-------|------------------------|-------------------|---------------|
| | | bbls. | bush. | bush. | bush. | bush. | bush. | Sacks. | Cars. | | | |
| Jan. | 4 | 39,270 | 343,240 | 329,860 | 278,680 | 3,600 | 4,640 | 47,840 | 20 | 310 | 15,426 | 2,055 |
| " | 11 | 99,800 | 848,310 | 725,420 | 641,780 | 13,950 | 8,570 | 120,980 | 98 | 790 | 32,326 | 5,000 |
| " | 18 | 159,220 | 1,348,810 | 1,091,080 | 1,180,170 | 17,470 | 12,340 | 191,100 | 132 | 1,360 | 43,975 | 7,985 |
| " | 25 | 234,860 | 2,183,180 | 1,400,290 | 1,692,340 | 19,900 | 12,340 | 281,880 | 273 | 2,720 | 56,794 | 11,820 |
| Feb. | 1 | 265,860 | 2,951,150 | 1,740,230 | 2,143,530 | 24,830 | 13,450 | 305,420 | 368 | 3,130 | 69,094 | 14,200 |
| " | 8 | 360,460 | 3,493,810 | 2,097,810 | 2,513,480 | 25,930 | 13,450 | 438,840 | 508 | 3,720 | 81,785 | 16,175 |
| " | 15 | 496,080 | 3,965,560 | 2,538,110 | 2,737,470 | 30,010 | 13,450 | 529,230 | 572 | 4,990 | 92,465 | 20,250 |
| " | 22 | 495,740 | 4,527,200 | 2,973,460 | 3,076,110 | 34,930 | 13,450 | 631,620 | 647 | 6,870 | 105,200 | 23,135 |
| March | 1 | 578,700 | 5,241,000 | 3,561,820 | 3,550,270 | 46,360 | 13,450 | 730,640 | 770 | 9,590 | 113,509 | 27,035 |
| " | 8 | 649,850 | 5,755,440 | 3,905,460 | 3,822,680 | 51,030 | 13,450 | 822,520 | 910 | 11,950 | 121,247 | 29,165 |
| " | 15 | 750,650 | 6,234,450 | 4,134,360 | 4,134,375 | 53,840 | 13,450 | 915,995 | 1,043 | 14,370 | 129,175 | 30,715 |
| " | 22 | 805,665 | 6,661,400 | 4,303,240 | 4,400,495 | 54,550 | 14,730 | 1,013,140 | 1,136 | 16,450 | 135,054 | 32,075 |
| " | 29 | 877,435 | 7,140,450 | 4,469,870 | 4,684,615 | 58,290 | 22,350 | 1,147,510 | 1,222 | 18,410 | 141,507 | 33,880 |
| April | 5 | 927,575 | 7,457,770 | 4,602,190 | 4,882,375 | 58,290 | 22,350 | 1,245,960 | 1,290 | 22,190 | 145,126 | 35,235 |
| " | 12 | 983,655 | 7,778,880 | 4,800,560 | 5,056,835 | 61,040 | 22,350 | 1,343,740 | 1,332 | 26,700 | 151,570 | 36,540 |
| " | 19 | 1,047,445 | 8,157,090 | 5,086,290 | 5,340,285 | 61,490 | 22,350 | 1,472,840 | 1,439 | 30,770 | 157,053 | 37,930 |
| " | 26 | 1,113,575 | 8,655,870 | 5,425,280 | 5,674,805 | 66,170 | 23,630 | 1,570,570 | 1,526 | 36,200 | 161,577 | 40,120 |
| May | 3 | 1,105,255 | 9,280,940 | 5,835,530 | 5,982,615 | 66,170 | 24,880 | 1,707,240 | 1,640 | 37,620 | 169,193 | 42,375 |
| " | 10 | 1,261,005 | 9,696,890 | 6,118,060 | 6,276,735 | 70,620 | 26,400 | 1,827,400 | 1,761 | 40,380 | 174,451 | 44,235 |
| " | 17 | 1,329,795 | 10,124,730 | 6,418,330 | 6,533,275 | 72,280 | 26,400 | 1,957,900 | 1,878 | 42,770 | 178,382 | 46,380 |
| " | 24 | 1,355,125 | 10,516,460 | 6,649,990 | 6,778,245 | 72,280 | 27,790 | 2,108,860 | 1,977 | 44,330 | 181,930 | 47,850 |
| " | 31 | 1,446,825 | 10,805,000 | 6,836,310 | 6,997,395 | 72,280 | 28,620 | 2,234,330 | 2,017 | 47,330 | 185,882 | 49,290 |
| June | 7 | 1,524,855 | 11,086,050 | 7,077,650 | 7,259,125 | 73,280 | 28,620 | 2,345,380 | 2,142 | 48,980 | 190,398 | 51,270 |
| " | 14 | 1,592,045 | 11,329,870 | 7,467,700 | 7,481,715 | 76,190 | 28,620 | 2,453,550 | 2,277 | 51,900 | 194,222 | 52,880 |
| " | 21 | 1,667,755 | 11,689,770 | 7,762,100 | 7,639,945 | 76,470 | 28,620 | 2,593,300 | 2,410 | 52,970 | 197,918 | 54,380 |
| " | 28 | 1,740,505 | 11,963,060 | 8,041,410 | 7,789,495 | 79,100 | 28,620 | 2,714,450 | 2,560 | 54,510 | 200,828 | 56,155 |
| July | 5 | 1,779,265 | 12,106,720 | 8,273,390 | 7,891,785 | 81,430 | 29,870 | 2,809,580 | 2,562 | 55,490 | 204,260 | 57,170 |
| " | 12 | 1,843,583 | 12,462,640 | 8,553,710 | 8,066,385 | 81,430 | 32,440 | 2,939,410 | 2,651 | 56,840 | 209,779 | 59,485 |
| " | 19 | 1,909,795 | 12,959,040 | 8,760,240 | 8,290,185 | 82,500 | 33,320 | 3,079,400 | 2,730 | 59,120 | 213,308 | 60,945 |
| " | 26 | 1,974,430 | 13,655,330 | 8,905,180 | 8,539,625 | 84,010 | 33,320 | 3,213,150 | 2,792 | 61,450 | 216,261 | 62,765 |
| Aug. | 2 | 2,048,195 | 14,375,945 | 9,023,190 | 8,758,965 | 90,245 | 35,490 | 3,335,195 | 2,894 | 65,340 | 220,216 | 64,920 |
| " | 9 | 2,120,765 | 15,071,595 | 9,159,580 | 9,057,765 | 117,915 | 37,510 | 3,451,625 | 2,979 | 67,270 | 222,813 | 67,110 |
| " | 16 | 2,204,805 | 15,593,045 | 9,273,080 | 9,466,535 | 153,245 | 39,560 | 3,549,325 | 3,055 | 68,540 | 226,827 | 69,420 |
| " | 23 | 2,287,365 | 16,197,585 | 9,406,960 | 9,900,285 | 172,405 | 39,560 | 3,622,275 | 3,153 | 70,700 | 229,409 | 71,945 |
| " | 30 | 2,378,705 | 17,018,675 | 9,664,480 | 10,239,125 | 178,595 | 42,410 | 3,714,345 | 3,242 | 73,560 | 231,362 | 74,355 |
| Sept. | 6 | 2,460,185 | 17,488,995 | 9,774,570 | 10,543,045 | 186,175 | 45,410 | 3,788,355 | 3,245 | 76,130 | 233,398 | 77,135 |
| " | 13 | 2,564,915 | 18,079,355 | 9,917,530 | 10,979,825 | 225,295 | 51,550 | 3,875,365 | 3,313 | 78,140 | 234,102 | 80,920 |
| " | 20 | 2,674,685 | 18,605,265 | 10,106,290 | 11,371,055 | 231,205 | 55,390 | 3,969,715 | 3,403 | 80,000 | 236,815 | 85,650 |
| " | 27 | 2,774,115 | 18,959,825 | 10,243,360 | 11,701,765 | 237,765 | 59,870 | 4,058,755 | 3,484 | 83,250 | 238,680 | 88,340 |
| Oct. | 4 | 2,859,245 | 19,437,045 | 10,340,090 | 12,071,635 | 245,085 | 61,120 | 4,162,395 | 3,553 | 84,370 | 240,479 | 90,675 |
| " | 11 | 2,962,695 | 19,912,435 | 10,455,890 | 12,435,525 | 251,535 | 68,840 | 4,256,095 | 3,641 | 85,650 | 245,293 | 93,085 |
| " | 18 | 3,049,715 | 20,296,755 | 10,559,220 | 12,767,175 | 257,145 | 68,840 | 4,363,235 | 3,687 | 87,510 | 254,515 | 95,605 |
| " | 25 | 3,129,175 | 20,700,895 | 10,638,830 | 13,205,995 | 264,835 | 74,510 | 4,441,485 | 3,760 | 90,385 | 266,233 | 99,110 |
| Nov. | 1 | 3,203,305 | 21,149,045 | 10,743,360 | 13,461,495 | 272,375 | 83,470 | 4,522,625 | 3,833 | 91,975 | 278,251 | 102,305 |
| " | 8 | 3,286,075 | 21,537,465 | 10,815,930 | 13,759,195 | 274,265 | 84,470 | 4,617,065 | 3,909 | 94,005 | 285,728 | 104,890 |
| " | 15 | 3,377,335 | 21,992,055 | 10,899,130 | 14,132,715 | 275,365 | 87,260 | 4,711,855 | 3,990 | 96,215 | 290,204 | 107,655 |
| " | 22 | 3,468,715 | 22,456,975 | 11,032,330 | 14,520,015 | 277,975 | 91,370 | 4,802,395 | 4,063 | 100,535 | 337,053 | 110,405 |
| " | 29 | 3,538,800 | 22,845,365 | 11,095,450 | 14,768,285 | 279,395 | 94,900 | 4,873,285 | 4,105 | 103,050 | 335,203 | 112,855 |
| Dec. | 6 | 3,618,700 | 23,385,145 | 11,161,930 | 15,026,815 | 280,465 | 96,150 | 4,952,515 | 4,161 | 105,880 | 373,338 | 115,895 |
| " | 13 | 3,719,570 | 24,039,565 | 11,219,330 | 15,362,815 | 281,635 | 98,260 | 5,029,515 | 4,225 | 108,510 | 393,377 | 118,110 |
| " | 20 | 3,791,510 | 24,510,945 | 11,330,470 | 15,666,585 | 284,885 | 98,260 | 5,115,895 | 4,280 | 109,710 | 408,852 | 119,940 |
| " | 27 | 3,857,190 | 24,901,565 | 11,479,340 | 15,990,465 | 286,515 | 98,260 | 5,189,845 | 4,335 | 110,620 | 426,519 | 122,085 |
| " | 31 | 3,890,930 | 25,148,065 | 11,503,360 | 16,140,365 | 286,515 | 100,060 | 5,227,465 | 4,365 | 111,430 | 435,105 | 123,560 |
| Total | | 3,890,930 | 25,148,065 | 11,503,360 | 16,140,365 | 286,515 | 100,060 | 5,227,465 | 4,365 | 111,430 | 435,105 | 123,560 |

**SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1913—Continued.**

| Lead, pigs. | HOG PRODUCTS. | | | Wool, lbs. | Cattle, head. | Sheep, head. | Hogs, head. | Horses and Mules, head. | Flax Seed bush. | Zinc and Spelter, slabs. |
|----------------|---------------|----------------|---------------|---------------|------------------|-----------------|----------------|----------------------------------|--------------------|-----------------------------------|
| | Hams, lbs. | Meats, lbs. | Lard, lbs. | | | | | | | |
| 23,880 | 102,100 | 1,555,700 | 538,200 | 215,700 | 3,930 | 1,473 | 18,171 | 3,284 | | 70,680 |
| 71,320 | 361,500 | 5,888,700 | 2,672,000 | 346,400 | 8,226 | 1,744 | 51,187 | 8,486 | | 146,960 |
| 102,900 | 565,000 | 10,325,400 | 4,199,200 | 493,100 | 13,923 | 2,146 | 76,134 | 14,133 | | 245,240 |
| 141,580 | 777,600 | 15,135,000 | 5,805,100 | 755,300 | 18,890 | 2,413 | 105,950 | 19,806 | | 363,740 |
| 181,750 | 1,012,000 | 20,009,200 | 7,644,000 | 973,500 | 24,416 | 2,914 | 136,759 | 25,208 | | 470,900 |
| 220,900 | 1,303,700 | 25,459,900 | 9,594,400 | 1,287,800 | 29,196 | 3,165 | 154,933 | 29,938 | | 562,390 |
| 267,330 | 1,706,100 | 30,243,700 | 11,856,700 | 1,426,300 | 33,163 | 4,253 | 181,897 | 34,076 | | 671,750 |
| 304,820 | 1,975,800 | 35,212,100 | 13,774,000 | 1,531,200 | 36,420 | 5,034 | 203,817 | 36,920 | | 754,480 |
| 352,170 | 2,296,700 | 39,491,300 | 15,682,300 | 1,738,900 | 41,396 | 6,620 | 232,394 | 41,387 | | 864,590 |
| 388,430 | 2,519,300 | 44,287,700 | 17,422,400 | 1,766,200 | 45,232 | 8,000 | 261,073 | 44,925 | | 970,580 |
| 444,405 | 2,838,500 | 51,004,300 | 18,916,360 | 2,134,300 | 49,698 | 10,232 | 290,173 | 48,456 | | 1,077,410 |
| 481,715 | 3,121,910 | 56,516,300 | 20,077,360 | 2,223,100 | 53,217 | 11,333 | 312,710 | 51,351 | | 1,132,160 |
| 526,695 | 3,442,910 | 64,001,600 | 21,941,410 | 2,486,300 | 56,141 | 12,959 | 331,910 | 54,234 | | 1,226,520 |
| 562,435 | 3,630,710 | 71,081,400 | 22,895,910 | 2,645,400 | 59,687 | 12,962 | 348,440 | 55,890 | | 1,311,490 |
| 591,565 | 3,764,310 | 77,931,100 | 23,816,310 | 2,815,400 | 62,025 | 13,477 | 361,129 | 57,670 | | 1,411,000 |
| 633,065 | 4,091,310 | 84,645,300 | 25,123,010 | 2,928,400 | 64,970 | 14,516 | 372,178 | 59,418 | | 1,506,920 |
| 680,155 | 4,319,410 | 91,021,400 | 26,526,010 | 3,164,600 | 67,399 | 14,706 | 387,179 | 61,898 | | 1,574,470 |
| 740,005 | 4,582,910 | 100,849,800 | 28,898,610 | 3,631,700 | 70,093 | 15,020 | 405,167 | 64,157 | | 1,704,140 |
| 790,305 | 4,760,710 | 108,749,300 | 30,266,510 | 3,885,900 | 72,829 | 17,071 | 417,473 | 66,139 | | 1,807,270 |
| 823,185 | 5,019,810 | 116,535,900 | 32,256,410 | 3,977,400 | 76,643 | 19,434 | 432,604 | 68,183 | | 1,900,800 |
| 860,375 | 5,302,510 | 124,856,400 | 34,048,910 | 4,122,000 | 80,359 | 21,051 | 445,626 | 69,687 | | 1,992,870 |
| 903,980 | 5,665,310 | 131,436,000 | 35,969,710 | 4,569,300 | 84,183 | 22,550 | 455,409 | 71,524 | | 2,114,000 |
| 953,230 | 5,965,710 | 140,597,000 | 38,279,110 | 4,828,400 | 91,196 | 23,811 | 467,580 | 73,282 | | 2,196,110 |
| 968,190 | 6,311,010 | 149,659,400 | 40,547,910 | 5,004,700 | 93,496 | 24,960 | 475,978 | 75,157 | | 2,255,200 |
| 1,003,650 | 6,667,710 | 156,234,900 | 42,524,710 | 5,242,400 | 108,131 | 28,996 | 483,856 | 76,191 | | 2,327,550 |
| 1,035,450 | 6,856,910 | 161,712,900 | 44,739,110 | 5,962,800 | 117,930 | 29,330 | 488,629 | 77,736 | | 2,367,130 |
| 1,067,730 | 6,957,710 | 166,820,700 | 45,948,410 | 6,455,200 | 120,689 | 31,192 | 492,396 | 78,579 | | 2,405,030 |
| 1,121,250 | 7,192,010 | 174,674,800 | 48,381,510 | 7,509,200 | 127,450 | 33,031 | 504,263 | 80,059 | | 2,496,620 |
| 1,153,530 | 7,571,210 | 182,034,000 | 50,287,410 | 8,106,900 | 137,408 | 35,791 | 516,350 | 81,847 | | 2,566,470 |
| 1,189,570 | 7,872,510 | 190,548,900 | 52,066,610 | 8,927,000 | 143,727 | 38,219 | 528,874 | 83,037 | | 2,621,710 |
| 1,229,890 | 8,238,910 | 197,333,400 | 53,790,510 | 9,411,400 | 158,798 | 40,207 | 545,665 | 84,488 | | 2,695,240 |
| 1,265,170 | 8,572,510 | 204,683,600 | 55,091,610 | 10,080,100 | 167,641 | 42,139 | 566,310 | 85,701 | | 2,766,100 |
| 1,315,810 | 8,794,710 | 213,168,400 | 56,607,210 | 10,616,500 | 179,803 | 43,824 | 587,300 | 87,381 | | 2,836,160 |
| 1,345,450 | 9,189,810 | 219,597,700 | 58,708,710 | 11,353,700 | 193,467 | 45,194 | 602,326 | 89,130 | | 2,916,230 |
| 1,375,680 | 9,666,710 | 226,921,100 | 60,150,710 | 11,831,300 | 213,308 | 47,470 | 618,903 | 91,928 | | 2,973,130 |
| 1,405,410 | 10,341,710 | 233,724,500 | 61,943,110 | 12,243,800 | 231,454 | 51,730 | 637,017 | 94,028 | | 3,052,890 |
| 1,436,600 | 10,673,810 | 241,896,900 | 63,350,610 | 12,627,800 | 251,212 | 54,559 | 657,987 | 96,707 | | 3,114,300 |
| 1,485,370 | 10,965,610 | 251,422,000 | 64,847,010 | 12,937,300 | 262,630 | 55,810 | 674,093 | 99,175 | | 3,208,990 |
| 1,525,440 | 11,220,310 | 259,833,100 | 66,383,010 | 13,398,900 | 275,597 | 57,380 | 696,098 | 102,543 | | 3,270,430 |
| 1,561,030 | 11,469,110 | 268,332,900 | 67,718,210 | 14,219,000 | 289,096 | 57,598 | 719,639 | 105,297 | | 3,344,400 |
| 1,611,960 | 11,745,410 | 276,996,000 | 69,970,610 | 14,857,000 | 300,718 | 57,598 | 736,015 | 108,915 | | 3,439,530 |
| 1,658,370 | 11,926,910 | 285,072,300 | 72,109,010 | 15,244,400 | 312,067 | 58,373 | 751,012 | 112,484 | | 3,497,150 |
| 1,701,710 | 12,233,410 | 292,426,800 | 73,844,810 | 15,828,700 | 322,016 | 60,567 | 765,606 | 116,284 | | 3,576,480 |
| 1,738,320 | 12,710,310 | 298,788,600 | 75,361,510 | 16,167,300 | 339,496 | 62,355 | 778,513 | 119,418 | | 3,657,950 |
| 1,785,320 | 13,066,210 | 305,306,800 | 76,990,710 | 16,642,800 | 347,381 | 64,100 | 792,541 | 123,534 | | 3,747,040 |
| 1,822,380 | 13,293,110 | 311,692,000 | 78,109,010 | 17,013,100 | 354,832 | 65,331 | 812,383 | 127,175 | | 3,826,170 |
| 1,869,000 | 13,674,910 | 317,629,000 | 79,683,510 | 17,216,800 | 360,808 | 66,820 | 830,604 | 130,916 | | 3,896,290 |
| 1,914,420 | 14,334,110 | 321,155,500 | 80,890,410 | 17,873,400 | 365,586 | 67,420 | 843,685 | 134,491 | | 3,965,660 |
| 1,947,550 | 14,562,010 | 328,242,800 | 81,830,310 | 17,508,200 | 368,984 | 68,849 | 869,219 | 138,005 | | 4,041,610 |
| 1,992,710 | 14,806,410 | 331,896,900 | 83,023,710 | 17,773,000 | 373,434 | 69,749 | 897,107 | 142,099 | | 4,115,850 |
| 2,043,230 | 15,023,710 | 337,366,000 | 84,762,410 | 18,117,800 | 377,928 | 71,267 | 925,843 | 146,182 | | 4,177,120 |
| 2,076,510 | 15,205,710 | 342,042,600 | 86,001,110 | 18,408,800 | 380,683 | 71,782 | 945,141 | 149,468 | | 4,229,760 |
| 2,100,330 | 15,296,110 | 344,672,500 | 87,674,910 | 18,647,200 | 381,432 | 71,822 | 954,330 | 151,456 | | 4,257,760 |
| 2,100,330 | 15,296,110 | 344,672,500 | 87,674,910 | 18,647,200 | 381,432 | 71,822 | 954,330 | 151,456 | | 4,257,760 |

PUBLIC ELEVATORS, 1914.

| DESIGNATION. | Capacity for Bulk Grain. |
|---|--------------------------------|
| Central B—The Illinois Grain Elev. Co..... | 600,000 bush. |
| Exchange Belt } O. H. Albers Commission Co. { | 125,000 " |
| Venice | 200,000 " |
| Mississippi Valley—St. Louis Elevator & Grain Co..... | 600,000 " |
| Burlington—Burlington Grain & Elevator Co..... | 1,500,000 " |
| Rogers—Langenberg Bros. & Co | 1,400,000 " |
| Security—Security W. H. & Elev. Co..... | 500,000 " |
| | 50,000 " |
| Total, Jan. 1st, 1914..... | 4,975,000 bush. |
| " " " 1918..... | 5,525,000 " |
| " " " 1912..... | 5,535,000 " |
| " " " 1911..... | 5,535,000 " |
| " " " 1910..... | 5,800,000 " |
| " " " 1909..... | 6,400,000 " |
| " " " 1908..... | 6,900,000 " |
| " " " 1907..... | 6,900,000 " |
| " " " 1906..... | 8,500,000 " |
| " " " 1905..... | 8,500,000 " |
| " " " 1904..... | 8,500,000 " |
| " " " 1903..... | 7,500,000 " |
| " " " 1902..... | 7,000,000 " |

PRIVATE ELEVATORS, 1914.

| OPERATOR. | Name. | Capacity. Bush. | LOCATED. |
|---------------------------------------|--------------------|--------------------|------------------------------|
| Hezel Milling Co..... | Hezel..... | 60,000 | East St. Louis, Ill. |
| St. Louis Victoria P. M. Co..... | Victoria..... | 250,000 | Main and Mound sts. |
| Powell & O'Rourke..... | Brooklyn st. | 20,000 | Brooklyn and Main sts. |
| Geo. P. Plant Milling Co..... | Plant's..... | 250,000 | Main st. & Chouteau ave. |
| Kehlour Flour Mills Co..... | Kehlour..... | 150,000 | East St. Louis, Ill. |
| Fred. N. Young..... | Mound City. | 50,000 | Branch and First sts. |
| Purina Mill Co..... | Purina..... | 200,000 | Eighth & Gratiot sts. |
| Annan, Burg & Co..... | Busa..... | 80,000 | 7552 N. Broadway. |
| H. W. Beck..... | Beck..... | 40,000 | Twentieth and Pine sts. |
| H. W. Beck & Sons Seed & Feed Co..... | Beck..... | 40,000 | 5701 Manchester ave. |
| C. H. Albers Com. Co., Operator..... | Terminal..... | 100,000 | Denverside, Ill. |
| K. & E. Neumond..... | Goeke..... | 80,000 | Levee and Sidney st. |
| Clark Bros..... | Clark..... | 80,000 | East St. Louis, Ill. |
| Langenberg Bros. & Co..... | Export..... | 45,000 | East St. Louis, Ill. |
| J. F. Quinlivan & Bro..... | Quinlivan..... | 20,000 | Theresa ave. and Papin st. |
| The Corno Mills Co..... | Corno..... | 10,000 | East St. Louis, Ill. |
| The Valley Milling Co..... | Valley..... | 10,000 | 422 DeSoto ave. |
| Schultz & Niemeler..... | Granite City, Ill. | 50,000 | Granite City, Ill. |
| Wm. J. Lemp Brewing Co..... | Lemp..... | 750,000 | Levee and 13th sts. |
| Corn Products Refining Co..... | Granite City, Ill. | 250,000 | Granite City, Ill. |
| Anheuser-Busch Brewing Ass'n..... | A.-B. B. A..... | 1,650,000 | South 9th and 11th sts. |
| Miller Grain Co..... | Western..... | 55,000 | East St. Louis, Ill. |
| Eureka Mills Co..... | Eureka..... | 200,000 | Theresa ave. & Mo. Pac. trk. |
| P. W. Harsh & Co..... | Acme..... | 40,000 | East St. Louis, Ill. |
| D. I. Bushnell & Co..... | Bushnell..... | 20,000 | 715 South Main. |
| Allneeda Milling Co..... | Allneeda..... | 10,000 | East St. Louis, Ill. |
| So. Roller Mills Co..... | Empire..... | 20,000 | East St. Louis, Ill. |
| E. W. Hilke..... | Hilke..... | 10,000 | Granite City, Ill. |
| Natl. W. H. & S. Co..... | National..... | 12,000 | East St. Louis, Ill. |
| John C. Roever..... | Roever..... | 12,000 | 5501 Natural Bridge road. |
| Saxony Milling Co..... | Saxony..... | 100,000 | Third and Lombard sts. |
| Steinmesch Feed Co..... | Steinmesch..... | 20,000 | East St. Louis, Ill. |
| Valier & Spies Milling Co..... | Valier..... | 200,000 | Terminal, West Belt Ry. |
| Golden Grain Milling Co..... | | 50,000 | East St. Louis, Ill. |
| Purina Mills Co..... | Security Whn. | 5,000 | East St. Louis, Ill. |
| Alfocorn Milling Co..... | Alfocorn..... | 12,000 | East St. Louis, Ill. |
| Eureka Mills Co..... | Eureka..... | 10,000 | 711 S. Theresa ave. |
| Total capacity..... | | 5,001,000 | |

RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1914.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{1}{8}$ of 1 cent per bushel, for each subsequent day or part thereof.

On Oats, $\frac{1}{2}$ cent per bushel for first ten days, or part thereof, and $\frac{1}{8}$ of 1 cent per bushel for each subsequent day or part thereof.

On Barley, $\frac{1}{4}$ to 1 cent per bushel for the first ten days, or part thereof, and $\frac{1}{8}$ of 1 cent per bushel for each subsequent day, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel.

Grain transferred direct from car to car $\frac{3}{8}$ to $\frac{1}{2}$ cent per bushel, including storage first 5 days, or part thereof, and $\frac{1}{8}$ to $\frac{1}{4}$ of 1 cent for each subsequent day.

FEEs FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT. IN FORCE JANUARY 1, 1914.

Inspection of Grain. In and Out.....50 cents per car.
Inspection from Boat, Barge or Wagons50 cents per 1,000 bushels.
Inspection of Grain in Sacks.....One-half cent per sack.

WEIGHING DEPARTMENT.

Weighing In (Grain)35 cents per car.
Weighing Out (Grain)25 cents per car.
Weighing Sacks at Elevator.....no charge.

FEEs ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT. IN FORCE JANUARY 1, 1914.

Inspection of Grain. In and Out.....50 cents per car load.
Inspection of Grain, from Wagon. In and Out..10 cents per wagon load.
Inspection of Grain, from Boats. In and Out.....One-half cent per bag.

FLOUR REVIEW.

By W. C. ELLIS.

In spite of a year of many discouraging incidents, the flour and milling interests contributed in 1913 not far from \$31,000,000 of business to the trade of St. Louis.

A considerable period of the year claimed the anxious attention of millers to proposed unfavorable legislation both at home and abroad. These threatening measures have, chiefly through the efforts of millers themselves, resulted certainly in less serious damage to their interests than was feared, and we are yet in too early a stage of our new tariff experience to say that any appreciable injury has been done to an industry so firmly established as the milling of American grown wheat with its acknowledged world-wide superiority.

There were 1,036,761 barrels flour manufactured in 1913 by St. Louis mills as against 1,030,704 in 1912, a gain of 6,027 barrels. By St. Louis owned mills located outside the district the total for 1913 was 2,176,229 against 1,993,963 in 1912, a gain of 182,266 barrels. The receipts by dealers were 3,266,375 barrels last year as against 3,032,330 the previous year, another gain of 234,045 barrels, making an aggregate gain of 422,338 barrels flour handled and financed here.

The value of this flour with its packages, the cost of delivery at store or railroad, was over rather than under \$4.25 per barrel, which would make a total of \$27,531,000. The by-products, bran, etc. from St. Louis mills would not fall short of \$3,500,000, making over \$31,000,000 the aggregate of the milling and flour business proper. Sales here of mill feed from outside mills not reporting to this exchange would amount to probably \$2,000,000 to \$2,500,000 more, and there is a very large quantity of various grades of flour manufactured in this City and appearing in trade as cereals of different names, of which no reliable estimate can be made. The average value of soft wheat Patent in wood has been approximately \$4.45 in 1913 against \$5.05 in 1912, while hard wheat Patent in bags was about \$4.10 in 1913 against \$4.15 in 1912, an average decline of 60 cents in soft wheat flour and of only 5 cents in hard. This disparity was due primarily to a short crop of soft wheat in 1912 and much larger outturn in 1913, while there were plentiful crops of hard wheat in both years.

In export sales the figures of this report show a falling off from last year's report of 154,933 barrels. The decrease of foreign trade is most noticeable with the United Kingdom and the Continent of Europe,

where it is due to more or less permanent conditions not likely to improve. With Latin-American markets, however, there is a perceptible increase of trade from year to year. In the absence of any unfavorable legislation, the intelligent energy of our millers is certain to develop an enormous expansion of business in the near future. Most European countries have protective tariffs in effect on flour while admitting wheat free or at low figures, to the advantage of their own mills and the detriment of ours. This is the case in Mexico also and is a barrier that can only be removed by international treaty. But to the south of us, the West Indies and Gulf Ports and both coasts of South America the markets are generally open to the enterprise of the miller.

Wheat harvested in all the Western States in 1913 was of the highest quality and helps to sustain the old-time reputation of St. Louis flour. Our millers are not lacking in the broad-minded discernment that marks the manufacturer of the front rank in other lines. They are generally members and contributors to the valuable grain associations who are giving time, thought and money liberally to the constant betterment of both quality and quantity of wheat raised in the Mississippi Valley. The location of their plants is such that they are practically independent of weather vicissitudes, for their source of supply is half the Continent; and they are at the center of the railroad systems that serve two-thirds of the United States. The condition of the industry at the close of 1913 is a renewed demonstration that it is based upon a sure foundation of sound business skill and energy coupled with exceptional advantage in its central location.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

| MILLERS. | Name of Mill. | Capacity in Bbls. for 24 hours. | Barrels Manuf. 1913. | Barrels Manuf. 1912. | Barrels Manuf. 1911. |
|-------------------------------|-----------------------|---------------------------------------|----------------------------|----------------------------|----------------------------|
| Geo. P. Plant Milling Co..... | Plant's Roller, A & B | 2,200 | 845,521 | 870,291 | 886,529 |
| Kehlor Flour Mills Co..... | Kehlor Mills... | 8,000 | 501,522 | 466,685 | 468,010 |
| Hezel Milling Co..... | Hezel Mills..... | 500 | 112,306 | 109,875 | 104,000 |
| Saxony Mill Co..... | Saxony..... | 1,100 | 77,412 | 84,868 | 97,077 |
| Total..... | | 6,800 | 1,086,761 | 1,080,704 | 1,055,416 |

FLOUR MANUFACTURED IN 1913 BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED, OR THE PRODUCT CONTROLLED BY MEMBERS
OF THE MERCHANTS' EXCHANGE.

| OWNER. | Name. | Location. | Capacity in bbls. per 24 hours. | Manufac- tured 1913. |
|---|-------------------|--------------------|---------------------------------------|-------------------------|
| Stanard-Tilton Milling Co.. | Alton City..... | Alton, Ill..... | 2,500 | 555,729 |
| Stanard-Tilton Milling Co.. | Empire..... | Dallas, Tex..... | 1,200 | 317,133 |
| Jno. F. Meyer & Sons..... | Model..... | Springfield, Mo.. | 700 | 55,814 |
| John F. Meyer & Sons..... | Queen City..... | Springfield, Mo.. | 600 | 95,450 |
| John F. Meyer & Sons..... | Camp Spring... | Nashville, Ill... | 600 | 45,398 |
| Bernet, Craft & Kauffman Milling Co..... | President... { | Mt. Carmel, Ill. { | 2,100 | 476,821 |
| Sparks Milling Co..... | Sparks' Mill... { | & St. Louis, Mo. { | 2,000 | 110,280 |
| Sparks Milling Co..... | Sparks' Mill.... | Alton, Ill..... | 650 | 481,295 |
| | | Terre Haute, Ind. | | 88,564 |
| Total..... | | | 10,850 | 2,176,229 |

**RECEIPTS, MANUFACTURES AND SHIPMENTS OF FLOUR
FOR FORTY YEARS.**

| Year. | Receipts. Bbls. | Manufact. Bbls. | Shipments. Bbls. | Year. | Receipts. Bbls. | Manufact. Bbls. | Shipments. Bbls. |
|-------|--------------------|--------------------|---------------------|-------|--------------------|--------------------|---------------------|
| 1874 | 1,883,898 | 1,573,202 | 2,981,700 | 1894 | 1,261,309 | 1,656,645 | 2,168,388 |
| 1875 | 1,300,381 | 1,484,221 | 2,480,877 | 1895 | 1,013,344 | 1,740,026 | 2,145,659 |
| 1876 | 1,071,434 | 1,441,944 | 2,217,578 | 1896 | 1,348,601 | 1,333,986 | 1,946,081 |
| 1877 | 1,157,932 | 1,517,921 | 2,395,657 | 1897 | 1,329,050 | 1,080,916 | 1,618,683 |
| 1878 | 1,305,336 | 1,916,290 | 2,670,740 | 1898 | 1,358,088 | 1,054,875 | 1,584,112 |
| 1879 | 1,607,236 | 2,142,949 | 3,045,035 | 1899 | 1,514,315 | 1,166,439 | 2,027,531 |
| 1880 | 1,703,874 | 2,077,625 | 3,292,803 | 1900 | 1,869,070 | 1,346,059 | 2,535,206 |
| 1881 | 1,620,996 | 1,718,429 | 2,696,245 | 1901 | 2,170,548 | 1,505,234 | 2,961,563 |
| 1882 | 2,003,424 | 1,850,215 | 3,305,765 | 1902 | 2,217,685 | 1,322,530 | 2,684,451 |
| 1883 | 1,585,670 | 1,892,633 | 2,751,182 | 1903 | 2,340,695 | 1,112,316 | 3,127,096 |
| 1884 | 1,456,153 | 1,960,737 | 3,014,105 | 1904 | 2,355,560 | 1,102,980 | 3,306,198 |
| 1885 | 1,032,506 | 1,841,529 | 2,551,499 | 1905 | 2,529,780 | 1,285,537 | 3,472,609 |
| 1886 | 848,417 | 1,807,956 | 2,243,361 | 1906 | 2,404,745 | 1,010,120 | 2,677,945 |
| 1887 | 1,049,804 | 1,985,717 | 2,594,881 | 1907 | 2,855,015 | 1,189,949 | 3,201,341 |
| 1888 | 887,173 | 2,016,619 | 2,682,405 | 1908 | 2,768,700 | 965,832 | 3,192,790 |
| 1889 | 1,168,603 | 2,066,442 | 2,859,329 | 1909 | 2,695,350 | 926,029 | 3,004,210 |
| 1890 | 1,229,975 | 1,872,005 | 2,890,324 | 1910 | 2,678,040 | 969,545 | 2,888,448 |
| 1891 | 1,353,640 | 1,743,190 | 2,767,906 | 1911 | 2,683,775 | 1,055,416 | 2,842,530 |
| 1892 | 1,455,342 | 1,623,371 | 2,313,738 | 1912 | 3,082,330 | 1,030,704 | 3,079,570 |
| 1893 | 1,171,025 | 1,669,048 | 2,044,727 | 1913 | 3,266,375 | 1,036,761 | 3,890,530 |

RECEIPTS OF FLOUR BY CROP YEAR.

| | | | |
|--------------------------|-----------------|---------------------------|----------------|
| Yearending June 30, '92. | 1,431,990 bbls. | Yearending June 30, 1903. | 2,200,520 bbls |
| " " 30, '96. | 1,397,408 " | " " 30, 1904. | 2,433,700 " |
| " " 30, '94. | 1,143,435 " | " " 30, 1905. | 2,395,100 " |
| " " 30, '96. | 1,119,398 " | " " 30, 1906. | 2,747,185 " |
| " " 30, '96. | 1,119,681 " | " " 30, 1907. | 2,737,565 " |
| " " 30, '97. | 1,378,771 " | " " 30, 1908. | 2,607,333 " |
| " " 30, '98. | 1,861,885 " | " " 30, 1909. | 3,128,965 " |
| " " 30, '98. | 1,840,843 " | " " 30, 1910. | 2,770,985 " |
| " " 30, 1900. | 1,943,175 " | " " 30, 1911. | 2,623,360 " |
| " " 30, 1901. | 2,029,625 " | " " 30, 1912. | 2,538,575 " |
| " " 30, 1902. | 2,209,813 " | " " 30, 1913. | 3,184,710 " |

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

| Month. | 1918. bbls. | 1912. bbls. | 1911. bbls. | Month. | 1918. bbls. | 1912. bbls. | 1911. bbls. |
|--------------------|----------------|----------------|----------------|--------------------|----------------|----------------|----------------|
| January 1st. | 80,850 | 68,400 | 97,750 | July 1st..... | 56,900 | 62,150 | 58,570 |
| February 1st. | 59,400 | 68,500 | 84,000 | August 1st..... | 53,800 | 45,020 | 64,550 |
| March 1st. | 76,950 | 74,900 | 82,180 | September 1st..... | 58,600 | 50,420 | 58,180 |
| April 1st. | 81,300 | 82,550 | 83,600 | October 1st. | 60,600 | 53,850 | 68,000 |
| May 1st. | 68,540 | 72,870 | 82,800 | November 1st..... | 63,200 | 61,450 | 69,700 |
| June 1st..... | 67,770 | 61,840 | 72,700 | December 1st..... | 67,100 | 63,880 | 66,530 |

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
FOR THE YEAR 1913.

| DESTINATION. | Flour, barrels. | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. |
|-----------------------------|--------------------|--------------------|-------------------|-------------------|------------------|
| To England | 42,430 | | 1,260 | | |
| " Germany | 44,441 | | 1,071 | | |
| " France | 551 | | | | |
| " Scotland | 37,450 | | | | |
| " Ireland | 8,924 | | | | |
| " Denmark | 7,838 | | | | |
| " Norway | 440 | | | | |
| " Holland | 54,478 | | | | |
| " Belgium | 9,231 | | | | |
| " Spain | 2,571 | | | | |
| " Portugal | 1,000 | | | | |
| " Sweden | 10,660 | | | | |
| " Venezuela | 2,187 | | | | |
| " Newfoundland | 7,295 | | | | |
| " Finland | 2,070 | | | | |
| " Canada | 200 | 12,444 | 17,387 | | |
| " Cuba | 263,493 | 69,713 | 1,281,185 | 29,222 | 2,145 |
| " Porto Rico | 54,910 | 8,355 | | | |
| " Central America | 32,233 | 60,251 | 2,000 | | |
| " South America | 8,001 | | 4,000 | | |
| " Mexico | 275 | | 11,287 | | |
| " Africa | 8,055 | | | | |
| " South Wales | 1,250 | | | | |
| " Jamaica | 15,395 | 816 | 17,989 | | |
| " West Indies | 245 | | | | |
| " Haiti | 12,716 | | | | |
| " Egypt | 4,474 | | | | |
| " Seaboard for Export | 94,549 | 3,986,416 | 174,953 | 33,616 | 89,285 |
| Total for Export, 1913.... | 726,842 | 4,137,995 | 1,510,952 | 62,838 | 61,380 |
| Total for Export, 1912.... | 881,480 | 171,327 | 994,407 | 42,031 | 96,868 |

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows:

| | Wheat, bu. | Corn, bu. | Oats, bu. | Flour, bbls. |
|------------|---------------|--------------|--------------|-----------------|
| 1918 | 99,860,278 | 44,709,954 | 5,202,717 | 12,216,815 |
| 1912 | 60,429,494 | 50,185,718 | 50,113,968 | 10,592,679 |
| 1911 | 51,662,550 | 59,807,877 | 2,082,828 | 11,227,843 |
| 1910 | 22,667,106 | 57,292,127 | 1,872,469 | 8,841,131 |
| 1909 | 48,901,998 | 84,708,911 | 1,221,154 | 9,639,258 |
| 1908 | 91,904,129 | 87,053,746 | 1,127,048 | 12,947,975 |
| 1907 | 89,897,600 | 82,184,165 | 1,641,604 | 15,191,851 |
| 1906 | 61,847,739 | 101,845,479 | 888,982 | 14,259,252 |
| 1905 | 20,555,817 | 110,999,265 | 28,641,663 | 11,281,987 |
| 1904 | 13,015,894 | 46,890,627 | 1,192,888 | 11,868,508 |
| 1903 | 78,146,273 | 91,254,890 | 1,461,826 | 19,274,412 |
| 1902 | 126,861,712 | 18,484,269 | 5,864,042 | 17,998,581 |
| 1901 | 179,201,418 | 102,859,069 | 25,929,048 | 19,852,880 |

Total value of principal breadstuff exported in 1913 was \$191,477,180; in 1912 was \$149,814,877; in 1911 was \$122,837,787; in 1910 was \$95,703,988; in 1909 was \$129,191,920; in 1908 was \$186,832,204; in 1907 was \$204,456,014; in 1906 was \$178,658,474; in 1905 was \$146,110,962; in 1904 was \$92,311,812.

Value of Exports of Flour and Grain from the United States.

| | 1913 | 1912 | 1911 |
|--------------|--------------|--------------|--------------|
| Flour | \$56,568,699 | \$49,186,765 | \$52,653,960 |
| Wheat | 95,001,048 | 58,968,180 | 29,421,606 |
| Corn | 26,114,000 | 21,707,490 | 85,111,207 |
| Oats | 2,069,492 | 11,991,099 | 896,852 |
| Rye | 1,869,573 | 326,289 | 1,808 |
| Barley | 7,775,865 | 5,740,265 | 2,312,486 |

RECEIPTS OF FLOUR AT VARIOUS CITIES.

| | 1910. Bbls. | 1911. Bbls. | 1912. Bbls. | 1913. Bbls. |
|--------------------------|----------------|----------------|----------------|----------------|
| St. Louis..... | 2,678,040 | 2,688,775 | 3,082,380 | 3,366,875 |
| New York..... | 8,098,007 | 8,304,331 | 8,870,484 | 9,451,447 |
| Boston..... | 1,917,971 | 1,852,145 | 2,010,797 | 2,131,136 |
| Baltimore..... | 2,212,487 | 2,276,047 | 1,926,021 | 2,008,531 |
| Cincinnati..... | 1,324,010 | 1,472,980 | 1,437,227 | 1,307,547 |
| Milwaukee..... | 3,143,695 | 3,322,783 | 2,429,759 | 3,161,287 |
| Minneapolis..... | 318,033 | 396,212 | 536,758 | 770,161 |
| Buffalo..... | 7,231,580 | 7,054,640 | 7,564,753 | 9,481,131 |
| Chicago..... | 8,006,283 | 5,869,896 | 7,070,898 | 10,266,000 |
| Philadelphia..... | 2,525,279 | 2,644,168 | 2,237,599 | 2,288,084 |
| New Orleans..... | 924,543 | 1,355,352 | 1,393,337 | 2,043,072 |
| Detroit..... | 257,537 | 281,541 | 287,900 | 354,710 |
| Peoria..... | 2,809,086 | 2,339,573 | 2,272,525 | 2,224,973 |
| San Francisco..... | 2,503,765 | 1,063,478 | ..... | 1,187,221 |
| Montreal..... | 1,152,696 | 2,431,194 | 2,282,999 | 1,532,196 |
| Duluth and Superior..... | 4,716,740 | 4,235,970 | 5,382,150 | 6,136,295 |
| Cleveland..... | 532,289 | 657,486 | 713,629 | 690,779 |
| Indianapolis..... | 181,890 | 181,900 | 208,935 | ..... |
| Galveston..... | 339,600 | ..... | ..... | ..... |
| Kansas City..... | 120,750 | 157,000 | 298,750 | 150,750 |
| Portland..... | 340,400 | 346,750 | 860,250 | 876,900 |

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED TO WHEAT AT FOUR AND ONE-HALF BUSHEL TO THE BARREL.

| Year Ending June 30. | Flour, bbls. | Wheat, bush. | Flour and Wheat in bushels. | Total Wheat Crop of the U. S., in bushels. | Per cent. of Total Crop marketed at St. Louis. |
|----------------------------|-----------------|-----------------|--------------------------------|--|--|
| 1893..... | 1,397,406 | 26,013,683 | 33,301,974 | 396,121,725 | 4.50 |
| 1894..... | 1,143,435 | 12,663,604 | 17,809,061 | 460,967,416 | 3.30 |
| 1895..... | 1,119,893 | 10,126,318 | 15,163,567 | 467,102,947 | 3.23 |
| 1896..... | 1,119,681 | 12,896,755 | 17,435,319 | 427,684,346 | 4.21 |
| 1897..... | 1,379,771 | 11,814,494 | 18,019,963 | 530,149,168 | 3.56 |
| 1898..... | 1,361,865 | 12,719,625 | 18,845,967 | 675,148,705 | 3.02 |
| 1899..... | 1,340,893 | 14,322,491 | 20,356,509 | 547,803,846 | 3.66 |
| 1900..... | 1,943,175 | 10,211,628 | 18,955,915 | 522,279,505 | 6.08 |
| 1901..... | 2,029,625 | 28,211,245 | 32,314,555 | 748,480,218 | 3.98 |
| 1902..... | 2,209,313 | 19,622,546 | 29,766,704 | 670,063,008 | 5.16 |
| 1903..... | 2,200,615 | 32,869,571 | 34,570,186 | 637,521,585 | 5.52 |
| 1904..... | 2,438,700 | 24,293,469 | 35,245,689 | 552,899,517 | 5.74 |
| 1905..... | 2,395,100 | 29,953,496 | 31,788,346 | 692,979,489 | 4.72 |
| 1906..... | 2,472,900 | 21,607,370 | 32,785,420 | 735,260,970 | 3.78 |
| 1907..... | 2,757,565 | 16,899,588 | 27,808,575 | 634,057,000 | 4.35 |
| 1908..... | 2,607,833 | 19,043,495 | 30,776,393 | 654,602,000 | 4.59 |
| 1909..... | 2,767,995 | 17,638,658 | 30,094,635 | 683,350,000 | 4.40 |
| 1910..... | 2,769,965 | 22,061,333 | 35,126,765 | 635,121,000 | 5.53 |
| 1911..... | 2,628,380 | 20,126,686 | 31,981,756 | 621,838,000 | 5.13 |
| 1912..... | 2,633,575 | 15,335,315 | 28,066,902 | 730,267,000 | 3.84 |
| 1913..... | 3,184,710 | 38,792,450 | 58,123,645 | 768,880,000 | 6.96 |

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

| | 1918. Bbls. | 1912. Bbls. | 1911. Bbls. | 1910. Bbls. |
|---------------------------|----------------|----------------|----------------|----------------|
| Minneapolis | 19,000,000 | 17,081,985 | 15,501,230 | 15,680,280 |
| St. Louis | 1,686,761 | 1,080,704 | 1,065,416 | 969,545 |
| Baltimore | | | | 294,212 |
| Philadelphia | 841,570 | 466,597 | 474,108 | 419,753 |
| Milwaukee | 733,735 | 1,020,801 | 1,041,682 | 1,318,565 |
| Buffalo | 4,871,552 | 4,674,089 | | 4,096,650 |
| Toledo | 1,312,700 | 1,386,200 | 1,352,700 | 1,067,240 |
| Detroit | 690,000 | 732,600 | 784,000 | 786,200 |
| Chicago | 1,028,000 | 1,108,000 | 1,027,000 | 1,090,000 |
| Duluth and Superior | 1,116,590 | 996,685 | 730,485 | 784,790 |
| Kansas City | 2,221,617 | 2,060,268 | 1,822,257 | 2,266,268 |
| Peoria | 120,000 | 120,000 | 120,000 | 121,000 |
| Cincinnati | 425,596 | 433,800 | 445,980 | 395,294 |
| Cleveland | | 300,000 | 325,000 | 285,000 |
| Indianapolis | 458,000 | 443,000 | 547,236 | 607,795 |
| Nashville, Tenn | 691,440 | 758,621 | 749,699 | 707,861 |
| Galveston | 380,000 | 365,000 | 380,000 | 311,000 |
| *St. Joseph | | | 525,000 | 480,000 |
| New York | 2,500,000 | 2,300,000 | 2,000,000 | 1,250,000 |
| Omaha | 424,636 | 380,000 | | 435,000 |

*Estimated.

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

| | 1918. Bbls. | 1912. Bbls. | 1911. Bbls. | 1910. Bbls. |
|------------------|----------------|----------------|----------------|----------------|
| January | 16,518 | 9,850 | 15,782 | 18,592 |
| February | 16,354 | 12,804 | 11,012 | 9,761 |
| March | 14,265 | 11,563 | 12,513 | 14,850 |
| April | 15,770 | 13,406 | 10,575 | 12,312 |
| May | 13,371 | 13,668 | 13,082 | 15,389 |
| June | 11,294 | 8,850 | 15,168 | 13,785 |
| July | 13,268 | 8,464 | 20,070 | 17,435 |
| August | 14,332 | 12,640 | 17,181 | 18,806 |
| September | 18,154 | 12,669 | 16,309 | 15,074 |
| October | 14,324 | 19,076 | 15,516 | 14,767 |
| November | 11,205 | 20,104 | 9,676 | 18,060 |
| December | 15,071 | 15,320 | 9,456 | 14,721 |
| Total bbls | 173,826 | 158,414 | 166,335 | 175,553 |

AUGUST RUMP, Inspector.

STOCKS OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1913.

| CITIES. | Jan. 1. | Feb. 1. | Mar. 1. | April 1. | May 1. | June 1. | July 1. | Aug. 1. | Sept. 1. | Oct. 1. | Nov. 1. | Dec. 1. |
|-------------------|---------|---------|---------|----------|---------|---------|---------|---------|----------|---------|---------|---------|
| Philadelphia..... | 128,000 | 155,451 | 157,905 | 156,295 | 128,442 | 110,469 | 97,180 | 74,717 | 81,002 | 80,222 | 102,524 | 126,264 |
| New York..... | 62,200 | 82,000 | 87,100 | 15,700 | 53,500 | 54,200 | 51,200 | 85,500 | 70,500 | 75,500 | 57,500 | 75,500 |
| Chicago..... | 85,000 | 85,000 | 85,000 | 81,000 | 88,000 | 85,000 | 80,000 | 85,000 | 75,000 | 75,000 | 75,000 | 81,000 |
| St. Louis..... | 85,000 | 85,000 | 75,000 | 85,000 | 85,000 | 67,170 | 55,000 | 55,000 | 55,000 | 67,000 | 95,000 | 95,000 |
| Toledo..... | 85,000 | 45,000 | 4,000 | 4,000 | 45,000 | 1,700 | 25,000 | 25,000 | 80,000 | 80,000 | 25,000 | 85,000 |
| *Baltimore..... | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 8,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| *Detroit..... | 59,201 | 8,000 | 10,000 | 8,000 | 8,000 | 8,000 | 7,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Boston..... | 48,800 | 27,500 | 57,835 | 55,756 | 57,908 | 51,977 | 45,814 | 42,523 | 39,000 | 42,000 | 49,000 | 55,000 |
| Milwaukee..... | 40,000 | 54,000 | 57,000 | 41,000 | 54,500 | 65,550 | 73,637 | 85,584 | 61,915 | 53,770 | 71,617 | 80,000 |
| Duluth..... | 40,000 | 54,000 | 57,000 | 200,000 | 200,000 | 225,000 | 205,000 | 155,000 | 170,000 | 195,000 | 305,000 | 60,000 |
| Total bbls..... | 588,691 | 580,467 | 621,910 | 745,261 | 771,848 | 677,686 | 602,366 | 561,980 | 551,686 | 683,147 | 782,194 | 592,551 |

*Estimated.

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1911, 1912 AND 1913.
ON THROUGH BILLS OF LADING.

| DESTINATION. | 1913. Barrels. | 1912. Barrels. | 1911. Barrels. | DESTINATION. | 1913. Barrels. | 1912. Barrels. | 1911. Barrels. | TOTALS.—Barrels. |
|-------------------|-------------------|-------------------|-------------------|--------------------------|-------------------|-------------------|---------------------|-------------------|
| England..... | 42,480 | 56,294 | 94,662 | Canada..... | 200 | 1,690 | 5,816 | 1915..... 726,842 |
| Germany..... | 44,441 | 57,975 | 44,068 | Cuba..... | 288,493 | 824,408 | 247,752 | 1912..... 581,480 |
| France..... | 537 | 245 | | Porto Rico..... | 54,910 | 61,998 | 1911..... 771,724 | |
| Scotland..... | 87,450 | 41,720 | 54,899 | Central America..... | 52,223 | 17,808 | 1910..... 589,560 | |
| Ireland..... | 8,924 | 11,045 | 14,264 | South America..... | 8,001 | 26,340 | 1909..... 474,669 | |
| Denmark..... | 7,388 | 11,045 | 22,479 | Mexico..... | 8,001 | 26,340 | 1908..... 780,568 | |
| Norway..... | 440 | 8,273 | 3,187 | Africa..... | 8,005 | 2,590 | 1907..... 1,151,687 | |
| Holland..... | 54,478 | 72,288 | 78,621 | New South Wales..... | 1,250 | 550 | 1906..... 964,854 | |
| Belgium..... | 8,251 | 3,186 | 15,585 | Jamaica..... | 15,585 | 2,176 | 1905..... 718,280 | |
| Spain..... | 2,571 | 1,968 | 245 | West Indies..... | 245 | 6,271 | 1904..... 708,612 | |
| Portugal..... | 1,000 | 10,280 | 12,718 | Haiti..... | 12,718 | 427 | 1903..... 876,241 | |
| Sweden..... | 10,060 | 2,020 | 18,672 | San Domingo..... | ..... | 200 | 1902..... 905,205 | |
| Venezuela..... | 2,167 | 2,021 | 3,964 | Panama..... | ..... | ..... | 1901..... 1,199,521 | |
| Newfoundland..... | 2,286 | 15,460 | 2,561 | Egypt..... | 4,474 | 785 | 1900..... 1,051,951 | |
| Finland..... | 2,070 | 15,460 | 1,547 | Seaboard for Export..... | 94,649 | 190,487 | 1899..... 743,878 | |
| | | | | | | | 1898..... 608,998 | |

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
PER BARREL FOR 1913.**

| 1913 | RED WINTER | | | HARD WINTER | | |
|-----------|------------|-------------|-----------------|-------------|-------------|------------------|
| | Patents. | Straights. | Extra Fancy. | Patents. | Straights. | First Clears. |
| January | 4..... | \$4.65@4.85 | \$4.20@4.35 | \$3.75@3.85 | \$3.95@4.05 | \$3.65@3.80 |
| " | 11..... | 4.70 5.00 | 4.80 4.50 | 3.90 4.00 | 4.00 4.10 | 3.70 3.85 |
| " | 18..... | 4.70 5.00 | 4.80 4.50 | 3.90 4.00 | 4.00 4.10 | 3.75 3.90 |
| " | 25..... | 4.70 5.15 | 4.25 4.45 | 3.80 3.95 | 4.00 4.10 | 3.75 3.90 |
| February | 1..... | 4.70 5.15 | 4.25 4.45 | 3.80 3.95 | 4.00 4.10 | 3.75 3.90 |
| " | 8..... | 4.70 5.15 | 4.25 4.45 | 3.80 3.95 | 4.00 4.10 | 3.75 3.90 |
| " | 15..... | 4.60 5.00 | 4.20 4.40 | 3.80 3.95 | 4.00 4.10 | 3.75 3.90 |
| " | 22..... | 4.60 5.00 | 4.20 4.40 | 3.80 3.95 | 4.00 4.10 | 3.75 3.90 |
| March | 1..... | 4.60 5.00 | 4.20 4.45 | 3.75 3.90 | 4.00 4.10 | 3.70 3.90 |
| " | 8..... | 4.50 5.00 | 4.10 4.30 | 3.75 3.90 | 4.00 4.10 | 3.70 3.90 |
| " | 15..... | 4.50 5.00 | 4.10 4.30 | 3.75 3.90 | 4.00 4.10 | 3.70 3.90 |
| " | 22..... | 4.60 4.90 | 4.00 4.25 | 3.75 3.85 | 4.00 4.10 | 3.70 3.90 |
| " | 29..... | 4.30 4.80 | 4.10 4.25 | 3.75 3.85 | 4.00 4.10 | 3.75 3.90 |
| April | 5..... | 4.40 4.80 | 4.15 4.35 | 3.75 3.85 | 4.00 4.10 | 3.75 3.90 |
| " | 12..... | 4.40 4.80 | 4.15 4.35 | 3.75 3.85 | 4.00 4.10 | 3.75 3.90 |
| " | 19..... | 4.40 4.70 | 4.15 4.35 | 3.75 3.85 | 4.00 4.10 | 3.75 3.90 |
| " | 26..... | 4.45 4.75 | 4.25 4.45 | 3.75 3.90 | 4.05 4.15 | 3.90 3.95 |
| May | 3..... | 4.45 4.75 | 4.25 4.25 | 3.70 3.95 | 4.15 4.25 | 3.90 4.10 |
| " | 10..... | 4.45 4.65 | 4.00 4.25 | 3.60 3.75 | 4.00 4.15 | 3.85 3.90 |
| " | 17..... | 4.35 4.60 | 3.90 4.15 | 3.50 3.65 | 4.00 4.10 | 3.70 3.85 |
| " | 24..... | 4.35 4.60 | 4.00 4.25 | 3.55 3.70 | 4.00 4.10 | 3.75 3.90 |
| " | 31..... | 4.35 4.60 | 4.00 4.25 | 3.60 3.70 | 4.05 4.25 | 3.85 3.95 |
| June | 7..... | 4.35 4.60 | 4.00 4.25 | 3.50 3.70 | 4.05 4.25 | 3.85 3.95 |
| " | 14..... | 4.35 4.60 | 4.00 4.25 | 3.55 3.70 | 4.10 4.25 | 3.90 4.00 |
| " | 21..... | 4.30 4.55 | 4.05 4.25 | 3.50 3.70 | 4.10 4.25 | 3.90 4.00 |
| " | 28..... | 4.30 4.55 | 3.95 4.15 | 3.40 3.65 | 4.10 4.25 | 3.90 4.00 |
| July | 5..... | 4.30 4.55 | 3.95 4.15 | 3.40 3.65 | 4.10 4.25 | 3.90 4.00 |
| " | 12..... | 4.20 4.45 | 3.90 4.10 | 3.40 3.60 | 4.10 4.25 | 3.85 4.00 |
| " | 19..... | 3.80 4.00 | 3.50 3.70 | 3.35 3.45 | 4.00 4.20 | 3.80 3.90 |
| " | 26..... | 3.75 3.90 | 3.55 3.65 | 3.25 3.35 | 4.00 4.10 | 3.60 3.90 |
| August | 2..... | 3.70 3.85 | 3.50 3.60 | 3.20 3.35 | 4.00 4.10 | 3.60 3.90 |
| " | 9..... | 3.80 4.00 | 3.60 3.75 | 3.45 3.55 | 4.00 4.10 | 3.80 3.90 |
| " | 16..... | 3.75 4.00 | 3.50 3.65 | 3.40 3.50 | 4.00 4.10 | 3.80 3.90 |
| " | 23..... | 3.85 4.00 | 3.60 3.70 | 3.45 3.55 | 4.00 4.10 | 3.80 3.90 |
| " | 30..... | 3.85 4.00 | 3.60 3.70 | 3.35 3.50 | 4.00 4.10 | 3.80 3.90 |
| September | 6..... | 3.95 4.10 | 3.70 3.80 | 3.50 3.60 | 4.00 4.10 | 3.85 3.95 |
| " | 13..... | 3.90 4.05 | 3.65 3.75 | 3.50 3.60 | 4.00 4.10 | 3.85 3.95 |
| " | 20..... | 3.90 4.05 | 3.65 3.75 | 3.50 3.60 | 4.00 4.10 | 3.85 3.95 |
| " | 27..... | 3.85 4.00 | 3.52 3.60 | 3.40 3.50 | 4.00 4.10 | 3.75 3.90 |
| October | 4..... | 3.90 4.10 | 3.55 3.65 | 3.40 3.50 | 4.00 4.10 | 3.75 3.90 |
| " | 11..... | 3.90 4.10 | 3.55 3.65 | 3.40 3.50 | 4.00 4.10 | 3.75 3.90 |
| " | 18..... | 3.80 4.00 | 3.40 3.55 | 3.30 3.35 | 3.90 4.00 | 3.70 3.85 |
| " | 25..... | 3.80 4.00 | 3.45 3.60 | 3.30 3.40 | 3.90 4.00 | 3.70 3.85 |
| November | 1..... | 4.00 4.15 | 3.65 3.75 | 3.50 3.60 | 3.90 4.00 | 3.75 3.85 |
| " | 8..... | 4.00 4.15 | 3.65 3.75 | 3.50 3.60 | 3.90 4.00 | 3.75 3.85 |
| " | 15..... | 4.00 4.15 | 3.65 3.75 | 3.50 3.60 | 3.90 4.00 | 3.75 3.85 |
| " | 22..... | 4.00 4.15 | 3.70 3.80 | 3.50 3.60 | 3.85 4.00 | 3.70 3.80 |
| " | 29..... | 4.00 4.15 | 3.70 3.80 | 3.50 3.60 | 3.85 4.00 | 3.70 3.80 |
| December | 6..... | 4.00 4.15 | 3.65 3.75 | 3.50 3.60 | 3.85 4.00 | 3.70 3.80 |
| " | 13..... | 4.10 4.20 | 3.70 3.80 | 3.60 3.70 | 3.90 4.10 | 3.80 3.90 |
| " | 20..... | 4.10 4.20 | 3.70 3.80 | 3.60 3.70 | 3.90 4.10 | 3.80 3.95 |
| " | 27..... | 4.10 4.20 | 3.70 3.80 | 3.65 3.65 | 3.90 4.10 | 3.80 3.85 |

*New. Old Flour held stiffly at premium over new.
Put up in jute bags.

PRODUCTS OF AGRICULTURE.

From the Report of HON. DAVID F. HOUSTON, Secretary of Agriculture.

TOTAL VALUE BREAKS THE RECORD.

In monetary value of products the farms of the United States have broken the annual record, although the volume of production was materially below the average. The total value for 1913 is \$9,750,000,000, nearly one-half a billion dollars above the value for 1912, which was itself a record year. This amount is composed of estimates for the items that make the census total of farm products. It is far from being equivalent to the total sales of farm products, but its items are the values of farm crops, of farm animals sold and slaughtered, and of farm-animal products. If the value of the products of the farm for the census year 1909 is regarded as represented by 100, the corresponding value for 1913 is represented by 115; or, if 100 represents the value of farm products for the census year 1899, the index number for 1913 is 207, indicating more than twice the value of the former year, 14 years earlier.

The crops of 1913 have an estimated value at the farm of \$6,100,000,000, and this amount has never before been equaled. In 1909 the value of crops was about five and three-quarter billions, and in 1899 it was three billions of dollars, or less than half of the crop value of 1913.

The estimated value of farm animals sold and slaughtered and of farm animal products for 1913 is \$3,650,000,000, or \$100,000,000 above the amount of the record year 1910. It compares with three billion dollars for 1909 and with more than one and three-quarter billion dollars in 1899. Within the last few years the value of farm animals sold and slaughtered and of farm-animal products for one year has tended to increase in a somewhat greater degree than that of farm crops.

CORN.

The value of the corn crop of 1913 is far above that of any other crop. It is estimated at \$1,692,000,000, and has not been equaled by the corn crop of any previous year. This amount is 28 per cent of the estimated value of all crops, and is over 12 per cent above the average value of the five preceding corn crops. The estimated corn production of 1913 was only 2,447,000,000 bushels, on account of a prolonged drought throughout the corn belt. This quantity has been exceeded a dozen times and is 11 per cent under the average of the preceding five years. The loss of production was more than counterbalanced by the increase in price. On December 1 the farm price for corn per bushel was 69.1 cents, a

figure that has not been equaled, by 5.5 cents, since the department's record began in 1866. Iowa, Illinois and Indiana are the leading corn States in 1913 in the order mentioned. The estimated area of this crop in 1913 was 105,820,000 acres, a decline of over 1 per cent below 1912.

COTTON.

The cotton crop now seems to be established in value as next in order after corn. The lint of this crop in 1913, at the price of December 1, had an estimated value of \$798,000,000, and this was not equaled in any former year. It is $14\frac{1}{2}$ per cent above the average of the preceding five years. The estimated number of bales of 500 pounds gross weight in this crop is 13,677,000; consequently this crop has been exceeded in quantity by the crops of 1911 and 1912. If the estimated value of the cotton seed is added to that of lint, the total farm value of this crop amounts to \$945,000,000, an increase of 16 per cent over the average of the previous five years. Texas usually produces from one-fourth to one-third the cotton crop of the United States. The cotton crop of the United States in 1913 covered 36,011,000 acres, it is estimated, an increase of 5 per cent over 1912.

HAY.

Third in order of value is the hay crop, worth at the farm at the price of December 1, \$797,000,000, according to the estimate, an amount nearly 9 per cent above the average of the preceding five years, and exceeded in value by the crop only of 1912. In estimated quantity this crop amounted to a little over 64,000,000 tons in 1913, an amount slightly under the average of the previous five years, and exceeded by the crops of four years. In the order named, New York, Iowa and Pennsylvania are the leading hay States in 1913. The crop of this year was cut from 48,954,000 acres, according to the estimate.

WHEAT.

The largest crop of wheat ever raised in this country was that of 1913, being over 763,000,000 bushels, valued at \$610,000,000. Of course these are estimates. Two former wheat crops have been more valuable. Compared with the average of the five preceding years this crop is 4 per cent greater, and $14\frac{1}{2}$ per cent more valuable. The high production of this year is due to the extraordinary size of the winter wheat crop, which considerably exceeded the highest previous production, and amounted to nearly 524,000,000 bushels. In the production of wheat in 1913 the leading States are Kansas, North Dakota and Minnesota in the order named.

OATS,

The estimated crop of oats in 1913 was exceeded in quantity by that of two preceding years and amounted to 1,122,000,000 bushels, harvested from 38,399,000 acres. This was 5 per cent greater than the average of

the preceding five years. The value of the crop was 6 per cent greater than the average of those years, and amounted to \$440,000,000, which was exceeded only by the value of the crop of 1912. The principal States in production of oats in 1913 in the order named are Iowa, Minnesota and Illinois.

POTATOES.

Potatoes stand fifth among the crops in order of estimated value, the amount for 1913 being \$228,000,000, an amount that was exceeded in only one year, and was 13½ per cent above the average of the preceding five years. From 3,668,000 acres, estimated, the estimated production was 332,000,000 bushels, which was below the five-year average and was exceeded by the crops of four other years. On account of the low production, the price December 1, 68.7 cents, was exceptionally high and has been exceeded in but few years as far back as 1866. The leading States in the production of potatoes this year in the order named are Michigan, Wisconsin and Minnesota.

TOBACCO.

Tobacco follows next below the potato crop in order of value in 1913. The average farm price of this crop, 12.8 cents per pound, is the highest since 1864. The tobacco crop of 1913 is the most valuable one ever raised in this country and exceeds in value by over 30 per cent, the average of the preceding five years. The quantity of the production, however, is slightly under that average and has been exceeded by three former crops.

The final estimate of the production of tobacco in 1913 is 953,734,000 pounds, compared with 962,855,000 pounds in 1912, a reduction of 9,121,000 pounds, or less than 1 per cent. The average price per pound on December 1 was 12.8 cents, against 10.8 cents December 1 last year, an advance of 2 cents. The December 1 value is estimated to be \$122,481,000, compared with \$104,063,000 in 1912, an advance of \$18,418,000, or 17.7 per cent.

BARLEY.

The barley crop of 178,000,000 bushels as estimated has been exceeded twice in quantity and is 1 per cent below the average production of the preceding five years. The estimated value of this crop, \$96,000,000, has declined in greater degree than has the production. Four barley crops have exceeded this one in value and it is 11 per cent below the average value of the crops of the preceding five years. The principal barley States in 1913 are Minnesota, California and North Dakota, in the order named.

RYE.

Rye is a crop that has occupied a rather stationary place in the estimates of the bureau for many years, but a marked extension of area and appreciable increase of production developed in case of the crop

harvested in 1913. This is a fall-sown crop and its increase in acreage in 1913 was due largely to its greater utilization for pasturage in autumn and spring in the States extending from Ohio westward to the plains States. The estimated production in 1913 was over 41,000,000 bushels, making this crop easily the largest one ever produced in this country, and over 25 per cent greater than the five-year average. The estimated value of this crop, \$26,000,000, was exceeded by the crop of only one former year and is greater by 9 per cent than the five year average. Chief among the rye States in the order mentioned are Wisconsin, Minnesota and Michigan.

FLAXSEED.

The production of flaxseed declined considerably in 1913, and was over 15 per cent below the five-year average. This crop's value is estimated at more than \$21,000,000, or 32 per cent below the five-year average. The crop of this year has been exceeded many times in both quantity and value. Chief among the States that produce flaxseed are North Dakota, Montana and Minnesota, in the order named.

TOTAL CEREAL PRODUCTION AND VALUE.

The cereals are all expressed in bushels and, although these bushels differ in weight and the cereals differ in their characteristics, the sum of the cereals for a series of years indicates in a comprehensive way the drift of production. In 1913, 4,591,000,000 bushels of cereals were produced, it is estimated, a quantity that has been exceeded in three years and that is 3 per cent under the average of the previous five years. On the other hand, the estimated value of the cereals of 1913 is \$2,896,000,000, which is nearly 5 per cent above the highest figure yet reached by them and is almost 9 per cent above the average of the preceding five years. Nearly the entire amount of the increase in value of the cereals above their value in 1912 is due to the increase in value of the corn and wheat crops of this year over those of last year.

PRODUCTION AND VALUE COMPARISONS.

In quantity of estimated production, the record has been broken by wheat, rye, rice, sugar beets, beet sugar, and the total of beet and cane sugar. Of the remaining crops, oats, barley, cotton and hops have been exceeded twice in production. The estimated production of the other crops of which separate account is made was relatively low.

The value of the crops of 1913 is high. A new high record in estimated value is made by the total of all cereals, and separately by corn, cotton, cotton seed, tobacco and sugar beets. Only once has there been a higher estimated value for oats, rye, rice, potatoes, hay, hops and the total of beet and cane sugar. Only twice has the estimated value of wheat and of beet sugar been exceeded.

If comparison be made with the average of the preceding five years, estimated production is lower for barley, buckwheat, corn, flaxseed, hay,

potatoes and tobacco, and estimated production is higher for oats, rice, rye, wheat, cotton, cotton seed, sugar beets and hops. A better showing is made for the estimated values of these crops. Compared with the five-year average, lower values are estimated for barley, buckwheat and flaxseed, whereas higher ones are estimated for corn, oats, rice, rye, wheat, cotton, cotton seed, sugar beets, hay, potatoes, tobacco and hops. The estimated value of all crops for 1913 is nearly 11 per cent above the five-year average.

The crops for which acreage and quantitative estimates of production are made annually by the Bureau of Statistics represented in 1913 nearly 85 per cent of the value of all crops in 1909 and over 88 per cent of all crops in 1899; or nearly 92 per cent of the value of crops having census reports of acreage in 1909, and nearly 96 per cent of the value of such crops in 1899. From the aspect of acreage these crops represent about 97 per cent of all crops having census acreage reports in 1909, and 98 per cent in 1899.

GRAIN.

In volume of production the five principal grain crops, viz: wheat, corn, oats, rye and barley—fell considerably short of the previous year, the total yield amounting to 4,551,706,000 bushels, as against 5,532,833,000 bushels in 1912, and 4,268,483,000 bushels in 1911. In value, however, the products of the farm broke all records, that of corn being the most valuable ever produced, and the oats crop being the second most valuable ever raised. The value of the wheat crop exceeded the two previous years, but established no new record. The value of the five crops enumerated was \$2,863,761,000 as contrasted with \$2,664,796,000 the previous twelve months, and \$2,689,723,000 in 1911.

St. Louis continues to maintain its position as one of the great primary grain centers of the country, holding third place, Chicago and Minneapolis preceding. Receipts for 1913 were again record ones, surpassing any previous period in the past score years or more, aggregating 80,498,694 bushels, as compared with 79,997,310 bushels the previous year, and 63,581,997 bushels two years ago. The total shipments footed 53,263,515 bushels, as against 50,743,525 bushels in 1912.

The total exports from the United States for the year again showed good gains, totaling 132,048,477 bushels as against 129,122,234 bushels in 1912 and 96,886,853 bushels in 1911. The gains were made entirely in wheat and barley; corn and oats being materially behind the former year. The total value of the exports was \$122,329,878, against \$98,729,203 in 1912, and \$67,743,959 in 1911.

The total production of the five principal cereals in Missouri the past year was 283,206,718 bushels as against 309,150,000 bushels in 1912, and 246,619,000 bushels in 1911. The total value for 1913 was \$132,053,229.

RECEIPTS OF ALL GRAINS AT ST. LOUIS.

| | 1913. | 1912. | 1911. | 1910. | 1909. |
|---------------------|------------|------------|------------|------------|------------|
| Wheat, bushels..... | 81,258,471 | 80,541,673 | 17,076,505 | 19,702,989 | 21,482,817 |
| Corn, " | 22,189,045 | 25,979,080 | 23,621,410 | 22,849,390 | 22,719,025 |
| Oats, " | 24,863,480 | 21,529,690 | 20,343,850 | 22,286,520 | 18,582,670 |
| Rye, " | 432,784 | 186,663 | 237,315 | 835,059 | 243,949 |
| Barley " | 2,254,964 | 1,760,254 | 2,802,917 | 2,476,165 | 2,887,700 |
| Total, bushels.... | 80,498,694 | 79,997,310 | 63,581,997 | 67,149,123 | 65,815,661 |

Including flour reduced to wheat, the receipts would be as follows:

| | Bushels. | | Bushels. | | Bushels. |
|-----------|------------|-----------|------------|-----------|------------|
| 1913..... | 96,197,881 | 1907..... | 99,322,157 | 1901..... | 69,817,294 |
| 1912..... | 93,642,796 | 1906..... | 91,093,061 | 1900..... | 69,556,619 |
| 1911..... | 76,258,964 | 1905..... | 78,223,021 | 1899..... | 56,053,154 |
| 1910..... | 79,200,803 | 1904..... | 72,940,958 | 1898..... | 60,384,608 |
| 1909..... | 77,944,736 | 1903..... | 79,428,113 | 1897..... | 63,581,364 |
| 1908..... | 83,404,390 | 1902..... | 80,416,654 | 1896..... | 57,203,249 |

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

| | 1913—bush. | 1912—bush. | 1911—bush. | 1910—bush. |
|-------------------------|-------------|-------------|-------------|-------------|
| Chicago..... | 337,288,000 | 290,249,000 | 264,900,710 | 258,890,450 |
| St. Louis..... | 80,498,694 | 79,997,810 | 63,581,997 | 67,149,138 |
| Minneapolis..... | 111,267,560 | 164,739,400 | 140,117,860 | 152,824,990 |
| Peoria..... | 84,574,098 | 82,851,870 | 27,872,658 | 33,638,294 |
| Kansas City..... | 66,795,960 | 70,258,400 | 49,343,200 | 67,072,000 |
| Milwaukee..... | 59,964,630 | 50,959,820 | 44,739,190 | 48,483,366 |
| Toledo..... | 14,733,800 | 14,678,800 | 15,109,300 | 13,076,300 |
| Duluth and Superior ... | 112,560,717 | 109,951,700 | 48,288,724 | 49,883,152 |
| Detroit..... | 7,529,000 | 8,850,730 | 10,936,876 | 8,802,499 |
| Cincinnati..... | 21,153,312 | 21,748,228 | 21,861,608 | 26,539,800 |
| Omaha..... | 68,574,700 | 51,685,100 | 44,781,600 | 43,880,500 |
| Indianapolis..... | 24,065,000 | 24,290,500 | 20,521,000 | 16,155,500 |

WHEAT.

The wheat crop of the United States the past year was the largest ever produced, exceeding 1912 by more than 33,000,000 bushels and surpassing the previous high record crop of 1906 by over 14,900,000 bushels. Of the total production the winter wheat yield was a record one, aggregating 523,561,000 bushels as against 399,919,000 bushels a year ago and 420,656,000 bushels two years ago. The value of the crop was estimated at \$433,995,000 as compared with \$323,572,000 and \$379,151,000 the two previous years respectively. The yield of spring wheat on the other hand fell considerably short of 1912, amounting to 239,819,000 bushels as compared with 330,348,000 bushels the year prior, and 190,682,000 bushels two years ago. The value of the crop was placed at \$176,127,000, as contrasted with \$231,708,000 in 1912 and \$163,912,000 in 1911. The Missouri crop which is wholly a winter one, is estimated at 39,586,000 bushels as against 23,750,000 bushels in 1912 according to the Department of Agriculture, Washington, while the State figures place the crop at 35,390,833 bushels, with a valuation of \$28,505,846. Receipts at St. Louis for the year again established a record, totaling 31,258,471 bushels, as against 30,541,673 bushels in 1912 and 17,076,505 bushels in 1911. The receipts for the crop year ending June 30th, amounted to more than 38,000,000 bushels. Of the arrivals the bulk was soft red winter wheat amounting to over 12,393,000 bushels, and of hard wheat, 11,100,000 bushels. The shipments were 25,149,065 bushels as against 21,196,226 bushels in 1912 and 12,163,785 bushels in 1911. In the production of flour St. Louis mills used upwards of 4,700,000 bushels of wheat. Prices ruled at a lower range the greater part of the year. The range in the extreme on No. 2 red being from \$1.15 down to 83c., the highest price being attained in January and the lowest in July. The range in December was from 90c. to 98½c. No. 2 hard covered a range

of 82c. to 97½c., the top price being reached in May and the low price in October. The May option ranged from 94¾c. in February down to 87¾c. in March for 1913 delivery and 99c. in September to 87¾c. in October for 1914 delivery. July delivery ranged in extremes from 90¾c. to 81½c., the high being recorded in January and the low in July. September ranged in extremes from 91½c. to 83¼c., and December from 94¼ to 83¾c.

The grades of receipts for the past three years were as follows:

| Wheat. | 1913. | 1912. | 1911. |
|----------------------------|---------|---------|---------|
| Soft Winter.....Cars.... | 9,861 | 13,005 | 10,633 |
| Hard Winter....." | 9,186 | 7,757 | 3,729 |
| Spring....." | 526 | 297 | 288 |
| Mixed....." | 943 | 630 | 216 |
| Durum and Macaroni. " | 757 | 338 | 122 |
| Other Grades....." | 639 | 978 | 526 |
| Soft Winter.....Sacks.... | 224,223 | 153,716 | 304,590 |
| Other Grades....." | 14,272 | 17,816 | 14,463 |

Receipts of wheat at the principal primary markets for the past four years, compare as follows:

| | 1913—Bu. | 1912—Bu. | 1911—Bu. | 1910—Bu. |
|---------------------|-------------|-------------|------------|------------|
| Minneapolis | 111,267,560 | 113,635,280 | 97,148,920 | 99,721,600 |
| Chicago..... | 50,372,000 | 35,914,000 | 37,118,110 | 27,540,100 |
| Kansas City..... | 33,870,000 | 43,719,600 | 26,701,600 | 43,527,700 |
| Duluth and Superior | 81,168,109 | 86,777,990 | 34,846,509 | 32,284,956 |
| St. Louis..... | 31,258,471 | 30,541,673 | 17,076,505 | 19,702,989 |
| Milwaukee | 7,372,650 | 9,697,490 | 8,662,700 | 11,439,161 |
| Toledo..... | 5,587,000 | 5,683,000 | 6,602,000 | 4,515,300 |
| Omaha | 20,313,600 | 16,868,800 | 12,124,800 | 9,544,800 |

The crop of the surplus wheat States for the four years were as follows:

| | 1913—Bu. | 1912—Bu. | 1911—Bu. | 1910—Bu. |
|-------------------|------------|-------------|------------|------------|
| Kansas | 66,983,000 | 92,290,000 | 51,387,000 | 68,236,000 |
| Minnesota..... | 68,040,000 | 67,038,000 | 43,935,000 | 64,000,000 |
| Nebraska..... | 62,325,000 | 55,052,000 | 41,574,000 | 38,700,000 |
| Iowa | 16,895,000 | 12,850,000 | 10,622,000 | 11,174,000 |
| South Dakota..... | 33,975,000 | 52,185,000 | 14,800,000 | 46,720,000 |
| Missouri | 39,586,000 | 23,750,000 | 33,110,000 | 25,958,000 |
| Illinois | 41,888,000 | 9,819,000 | 42,000,000 | 38,660,000 |
| Wisconsin | 3,665,000 | 3,564,000 | 3,564,000 | 3,590,000 |
| North Dakota..... | 78,855,000 | 148,820,000 | 78,200,000 | 38,500,000 |

CORN.

Although the corn crop of 1913 in production was more than 677,000,000 bushels short of that of 1912, it was the most valuable crop of corn ever produced, being valued at \$1,692,092,000, as compared with \$1,520,454,000 in 1912 and \$1,565,258,000 in 1911. The total production was 2,446,988,000 bushels as against 3,124,746,000 bushels in 1912 and 2,531,488,000 bushels in 1911.

The Missouri crop was estimated at 129,062,000 bushels as against 243,904,000 bushels a year ago, and 192,400,000 bushels in 1911. Receipts at St. Louis amounted to 22,189,045 bushels, as against 25,979,030 bushels a year ago, and 23,621,410 bushels in 1911. The shipments were 11,593,360 bushels as against 15,199,195 bushels a year ago, and 13,187,370 bushels in 1911. No. 2 corn ranged during the year from 82c. to 45c.; the low price being in January and the high in December. May delivery covered a range of 47½c. to 77½c., the low being in January and the high in September. July ranged in extremes from 48½ low in January to 72½ high in November and December. September sold at 50c. to 77½c. and December from 54½ in July to 75¼c. in September.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

| | 1913. Bushels. | 1912. Bushels. | 1911. Bushels. | 1910. Bushels. |
|--------------------|-------------------|-------------------|-------------------|-------------------|
| Chicago | 127,773,000 | 112,690,000 | 108,550,000 | 102,562,850 |
| St. Louis | 22,189,045 | 25,979,030 | 23,621,410 | 22,949,390 |
| Peoria | 17,782,368 | 18,738,008 | 16,842,217 | 16,761,528 |
| Kansas City | 21,928,750 | 10,622,500 | 16,934,400 | 17,619,400 |
| Toledo | 4,446,400 | 4,146,800 | 4,389,800 | 4,459,750 |
| Detroit | 2,712,000 | 2,775,780 | 4,108,538 | 8,076,009 |
| Milwaukee | 13,140,280 | 10,150,290 | 8,106,490 | 8,150,880 |
| Cincinnati | 7,797,910 | 9,806,068 | 9,367,710 | 11,700,574 |
| Indianapolis | 15,388,000 | 15,618,000 | 11,869,000 | 7,512,000 |
| Omaha | 81,111,200 | 20,538,800 | 19,282,860 | 23,475,000 |

The crops of the corn surplus States for four years, as reported by the Department of Agriculture, are as follows:

| | 1913—Bush. | 1912—Bush. | 1911—Bush. | 1910—Bush. |
|----------------|---------------|---------------|---------------|---------------|
| Ohio | 146,250,000 | 174,410,000 | 150,540,000 | 144,540,000 |
| Indiana | 176,400,000 | 199,364,000 | 174,600,000 | 188,640,000 |
| Illinois | 282,150,000 | 426,320,000 | 384,960,000 | 400,775,000 |
| Iowa | 336,300,000 | 432,021,000 | 306,350,000 | 343,761,000 |
| Missouri | 129,062,000 | 243,904,000 | 192,400,000 | 247,500,000 |
| Kansas | 234,240,000 | 174,225,000 | 126,150,000 | 170,050,000 |
| Nebraska | 114,150,000 | 182,616,000 | 155,925,000 | 191,565,000 |
| Total | 1,820,562,000 | 1,892,890,000 | 1,439,915,000 | 1,696,631,000 |

OATS.

The value of the oat crop the past year was the second most valuable ever raised, amounting to \$439,596,000 as compared with \$452,469,000 in 1912 and \$414,663,000 in 1911. In point of production it was surpassed by 1912 and 1910, the total yield being 1,121,768,000 bushels as against 1,418,337,000 bushels a year ago and 922,298,000 bushels in 1911. The Missouri crop amounted to 26,500,000 bushels, as against 37,125,000 bushels in 1912 and 17,760,000 bushels in 1911. The receipts at St.

Louis were 24,363,480 bushels as against 21,529,690 bushels the year previous and 20,343,850 bushels two years ago. The shipments were 16,135,515 bushels against 14,137,095 bushels in 1912 and 12,051,050 bushels in 1911. Like wheat and corn the range of prices the greater part of the year were at a lower range. No. 3 white sold at 44½¢. down to 31¼¢., the high being attained in September and the low in March. May option sold at 31¼¢. in March up to 49½¢. in September. July delivery at 32¼¢. to 42¼¢., the former being in March and the latter in June. September ranged from 37¼¢. to 44¢., and December 38¼¢. to 47½¢.

Receipts of Oats at the principal markets were as follows:

| | 1913—bush. | 1912—bush. | 1911—bush. | 1910—bush. |
|--------------------------|-------------|-------------|------------|-------------|
| Chicago..... | 124,405,000 | 118,491,300 | 94,099,800 | 101,869,000 |
| St. Louis..... | 24,363,480 | 21,529,690 | 20,343,850 | 22,289,620 |
| Minneapolis..... | 24,582,020 | 15,804,530 | 11,438,900 | 19,589,740 |
| Peoria..... | 10,973,496 | 9,707,902 | 7,070,114 | 12,621,742 |
| Kansas City..... | 10,174,500 | 6,682,700 | 6,230,500 | 5,451,000 |
| Milwaukee..... | 15,972,900 | 14,846,360 | 12,452,704 | 18,204,050 |
| Toledo..... | 4,604,400 | 4,721,000 | 3,551,000 | 3,978,660 |
| Duluth and Superior..... | 14,207,926 | 10,828,940 | 4,647,728 | 585,624 |
| Cincinnati..... | 8,213,319 | 7,621,631 | 7,329,426 | 8,999,027 |
| Cleveland..... | 6,154,025 | 4,905,529 | 7,530,478 | 7,141,889 |
| Indianapolis..... | 5,816,000 | 6,259,500 | 4,730,000 | 3,752,500 |
| Omaha..... | 16,384,200 | 12,903,000 | 9,052,500 | 9,972,000 |

The Oat crops of the Western States for four years compare as follows:

| | 1913. bush. | 1912. bush. | 1911. bush. | 1910. bush. |
|----------------|----------------|----------------|----------------|----------------|
| Iowa..... | 168,360,000 | 217,818,000 | 123,225,000 | 192,780,000 |
| Minnesota..... | 112,644,000 | 122,932,000 | 67,214,000 | 85,440,000 |
| Wisconsin..... | 83,088,000 | 84,746,000 | 67,054,000 | 67,060,000 |
| Illinois..... | 104,125,000 | 182,726,000 | 121,538,000 | 164,350,000 |
| Indiana..... | 36,380,000 | 79,799,000 | 47,068,000 | 59,472,000 |
| Ohio..... | 54,360,000 | 93,280,000 | 54,670,000 | 65,448,000 |
| Missouri..... | 26,500,000 | 37,125,000 | 17,760,000 | 40,320,000 |
| Kansas..... | 34,320,000 | 55,040,000 | 80,000,000 | 55,728,000 |
| Nebraska..... | 59,625,000 | 55,510,000 | 34,750,000 | 70,896,000 |
| Michigan..... | 45,000,000 | 51,826,000 | 42,900,000 | 51,510,000 |

RYE.

The rye crop of the United States the past year amounted to 41,381,000 bushels as against 35,664,000 bushels in 1912 and 33,119,000 bushels in 1911. The Missouri crop totaled 240,000 bushels against 222,000 bushels in 1912 and 226,000 bushels in 1911. St. Louis receipts amounted to 432,734 bushels against 186,663 bushels in 1912 and 237,315 bushels two years ago. The shipments were 286,515 bushels as against 80,430 bushels a year ago and 17,433 bushels in 1911. No. 2 rye during the year ranged in extreme from 60¢. to 73¢.

The principal producing States, and the yield in 1913, was as follows:

| | Bushels. | | Bushels. | | Bushels. |
|-------------------|-----------|-----------------|-----------|---------------|-----------|
| Wisconsin..... | 7,438,000 | Michigan..... | 5,362,000 | Indiana..... | 1,566,000 |
| Minnesota..... | 5,700,000 | New York..... | 2,288,000 | Nebraska..... | 1,740,000 |
| Pennsylvania..... | 4,900,000 | New Jersey..... | 1,260,000 | Ohio..... | 1,600,000 |

BARLEY.

The total yield of barley for 1913 amounted to 178,189,000 bushels as compared with 223,824,000 bushels the year previous and 160,240,000 bushels two years ago. The value was placed at \$95,731,000 as against \$112,957,000 and \$139,182,000, respectively, in 1912 and 1911. The Missouri crop amounted to 110,000 bushels as against 149,000 bushels in 1912 and 120,000 bushels in 1911. Local receipts were 2,254,964 bushels as against 1,760,254 bushels a year ago. The bulk of the arrivals were for local consumption.

The yield of the principal Barley producing States in 1913 was as follows:

| | Bushels. | | Bushels. |
|-------------------|------------|---------------|------------|
| Minnesota..... | 34,800,000 | Idaho..... | 7,560,000 |
| California..... | 33,150,000 | Kansas..... | 1,944,000 |
| North Dakota..... | 26,500,000 | Oregon..... | 4,200,000 |
| South Dakota..... | 16,765,000 | Colorado..... | 3,250,000 |
| Wisconsin..... | 18,125,000 | Iowa..... | 10,000,000 |
| Washington..... | 7,290,000 | Michigan..... | 2,108,000 |

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

| | | | | |
|-----------|-----------|-----------|-------------|--------|
| 1890..... | 1,856,883 | bbls., or | 58,498,114 | galls. |
| 1891..... | 1,810,812 | " | 56,135,172 | " |
| 1892..... | 1,961,449 | " | 60,814,919 | " |
| 1893..... | 2,092,903 | " | 64,879,993 | " |
| 1894..... | 1,931,666 | " | 59,881,646 | " |
| 1895..... | 1,963,059 | " | 60,823,844 | " |
| 1896..... | 2,193,785 | " | 68,007,358 | " |
| 1897..... | 2,124,507 | " | 65,859,744 | " |
| 1898..... | 2,040,158 | " | 63,204,898 | " |
| 1899..... | 2,100,411 | " | 65,112,741 | " |
| 1900..... | 2,283,603 | " | 70,791,693 | " |
| 1901..... | 2,517,755 | " | 78,050,402 | " |
| 1902..... | 2,707,508 | " | 83,932,748 | " |
| 1903..... | 2,804,208 | " | 86,930,448 | " |
| 1904..... | 3,056,170 | " | 94,741,270 | " |
| 1905..... | 2,682,610 | " | 83,160,910 | " |
| 1906..... | 3,268,298 | " | 101,317,238 | " |
| 1907..... | 3,426,278 | " | 106,214,618 | " |
| 1908..... | 3,194,520 | " | 99,030,120 | " |
| 1909..... | 3,222,388 | " | 99,894,028 | " |
| 1910..... | 3,472,963 | " | 107,661,853 | " |
| 1911..... | 3,622,302 | " | 112,306,862 | " |
| 1912..... | 3,415,669 | " | 105,835,739 | " |
| 1913..... | | " | | " |

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1913.

| MONTHS. | Flour. Bbls. | Wheat. Bush. | Corn. Bush. | Oats. Bush. | Rye. Bush. | Barley. Bush. |
|----------------|-----------------|-----------------|----------------|----------------|---------------|------------------|
| January..... | 249,790 | 3,410,400 | 2,526,000 | 2,395,800 | 17,600 | 225,600 |
| February..... | 238,750 | 2,905,200 | 3,806,000 | 2,068,700 | 18,200 | 216,000 |
| March..... | 267,100 | 1,907,601 | 1,806,825 | 1,607,900 | 16,500 | 178,000 |
| April..... | 240,400 | 1,389,417 | 2,172,800 | 1,280,350 | 11,100 | 14,750 |
| May..... | 249,735 | 1,632,351 | 2,375,700 | 1,655,900 | 4,400 | 8,000 |
| June..... | 251,085 | 1,219,452 | 2,806,750 | 1,756,100 | 8,800 | 46,870 |
| July..... | 261,860 | 5,455,290 | 1,041,875 | 1,515,680 | 85,230 | 35,840 |
| August..... | 301,045 | 4,353,633 | 1,520,050 | 2,979,300 | 118,740 | 85,320 |
| September..... | 337,255 | 1,316,827 | 1,858,225 | 2,424,100 | 75,900 | 182,684 |
| October..... | 297,770 | 2,007,702 | 1,188,080 | 2,412,800 | 63,064 | 508,800 |
| November..... | 292,010 | 2,601,802 | 961,580 | 2,123,800 | 19,300 | 497,200 |
| December..... | 272,635 | 2,228,796 | 1,710,710 | 1,854,700 | 58,900 | 811,450 |
| By Wagon..... | ..... | 300,000 | 400,000 | 400,000 | ..... | ..... |
| Total..... | 3,266,375 | 31,258,471 | 22,189,045 | 24,363,480 | 482,734 | 2,254,964 |

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1913.

| MONTHS. | Flour. Bbls. | Wheat. Bush. | Corn. Bush. | Oats. Bush. | Rye. Bush. | Barley. Bush. |
|----------------|-----------------|-----------------|----------------|----------------|---------------|------------------|
| January..... | 285,830 | 2,889,280 | 1,705,680 | 2,107,890 | 23,250 | 13,450 |
| February..... | 291,710 | 2,290,980 | 1,806,930 | 1,875,150 | 20,430 | ..... |
| March..... | 315,935 | 2,043,510 | 971,990 | 1,233,005 | 14,610 | 8,800 |
| April..... | 252,830 | 1,791,780 | 1,216,400 | 1,153,610 | 7,890 | 2,630 |
| May..... | 250,460 | 1,329,470 | 1,136,810 | 1,121,740 | 6,110 | 8,740 |
| June..... | 308,880 | 1,204,250 | 1,246,350 | 882,010 | 6,820 | 1,250 |
| July..... | 273,780 | 2,139,235 | 908,550 | 847,385 | 11,665 | 4,880 |
| August..... | 354,270 | 2,870,180 | 668,270 | 1,562,385 | 87,840 | 3,160 |
| September..... | 423,440 | 2,082,490 | 638,180 | 1,609,710 | 60,170 | 17,480 |
| October..... | 392,970 | 1,992,910 | 442,550 | 1,570,260 | 53,610 | 22,600 |
| November..... | 343,685 | 1,731,290 | 865,270 | 1,849,190 | 7,020 | 12,480 |
| December..... | 352,180 | 2,302,700 | 497,980 | 1,872,060 | 7,120 | 5,160 |
| Total..... | 3,890,930 | 25,148,065 | 11,593,360 | 16,140,365 | 286,515 | 100,060 |

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

| | Receipts. | Shipments. |
|-----------|------------|------------|
| 1893..... | 80,548,136 | 53,545,976 |
| 1893..... | 66,348,786 | 51,487,600 |
| 1894..... | 51,646,406 | 35,170,487 |
| 1895..... | 37,410,330 | 29,339,363 |
| 1896..... | 57,208,249 | 41,300,512 |
| 1897..... | 63,581,564 | 46,987,028 |
| 1898..... | 60,384,608 | 52,722,679 |
| 1899..... | 55,058,154 | 41,028,533 |
| 1900..... | 69,555,619 | 54,606,499 |
| 1901..... | 69,817,264 | 59,152,871 |
| 1902..... | 80,416,654 | 60,684,266 |
| 1903..... | 79,428,118 | 68,977,003 |
| 1904..... | 92,940,968 | 69,830,209 |
| 1905..... | 98,223,021 | 65,261,184 |
| 1906..... | 71,098,061 | 72,451,124 |
| 1907..... | 79,322,157 | 77,700,633 |
| 1908..... | 88,404,890 | 87,190,686 |
| 1909..... | 77,941,434 | 65,254,987 |
| 1910..... | 79,200,303 | 68,361,466 |
| 1911..... | 75,658,985 | 51,425,670 |
| 1912..... | 98,642,795 | 64,625,873 |
| 1913..... | 96,197,381 | 70,778,560 |

Flour is reduced to wheat at four and one-half bushels to the barrel.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

| YEAR. | Wheat, bush. | | Corn, bushels. | | Oats, bushels. | | Rye, bushels. | | Barley, bush. | |
|-------|--------------|-----------|----------------|------------|----------------|-----------|---------------|-----------|---------------|-----------|
| | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. |
| 1887 | 14,510,315 | 6,288,268 | 16,576,886 | 13,841,172 | 9,768,545 | 2,780,729 | 236,796 | 175,362 | 2,982,192 | 991,827 |
| 1888 | 13,610,108 | 4,413,506 | 20,362,459 | 15,844,769 | 10,475,760 | 5,414,764 | 270,238 | 270,238 | 2,944,081 | 824,083 |
| 1889 | 13,510,191 | 3,831,141 | 20,442,187 | 16,492,187 | 13,233,866 | 6,666,877 | 679,844 | 679,844 | 2,970,897 | 828,178 |
| 1890 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1891 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1892 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1893 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1894 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1895 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1896 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1897 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1898 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1899 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1900 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1901 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1902 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1903 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1904 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1905 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1906 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1907 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1908 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1909 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1910 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1911 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1912 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |
| 1913 | 11,780,174 | 3,688,018 | 14,616,388 | 14,616,388 | 13,233,866 | 7,171,838 | 901,464 | 901,464 | 2,970,897 | 828,178 |

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

| YEAR. | Wheat, bu. | | Oats, bu. | | Rye, bu. | | Barley, bu. | | Wheat, bu. | | Corn, bu. | | Oats, bu. | | Rye, bu. | | Barley, bu. | |
|-------|------------|-----------|-----------|-----------|-----------|-----------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|-----------|
| | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. | Receipts. | Shipm'ts. |
| 1884 | 7,345,976 | 1,765,978 | 750,266 | 4,489 | 12,972 | 11,188 | 84,418 | 1904 | 3,881,717 | 201,661 | 201,661 | 1,202,064 | 1,202,064 | 11,744 | 26,648 | 26,648 | 26,648 | 26,648 |
| 1885 | 2,867,144 | 2,101,228 | 621,680 | 77,892 | 12,972 | 11,188 | 84,418 | 1905 | 2,886,637 | 853,514 | 853,514 | 754,489 | 754,489 | 29,502 | 12,567 | 12,567 | 12,567 | 12,567 |
| 1886 | 2,784,885 | 4,180,181 | 491,798 | 98,719 | 77,892 | 11,188 | 84,418 | 1906 | 3,788,798 | 289,664 | 289,664 | 264,843 | 264,843 | 9,507 | 21,622 | 21,622 | 21,622 | 21,622 |
| 1887 | 3,959,488 | 4,180,181 | 491,798 | 98,719 | 77,892 | 11,188 | 84,418 | 1907 | 2,648,894 | 87,206 | 87,206 | 1,045,852 | 1,045,852 | 80,901 | 178,020 | 178,020 | 178,020 | 178,020 |
| 1888 | 2,985,476 | 506,046 | 98,728 | 10,688 | 6,818 | 14,913 | 14,913 | 1908 | 2,476,980 | 286,940 | 286,940 | 860,874 | 860,874 | 4,468 | 82,886 | 82,886 | 82,886 | 82,886 |
| 1889 | 5,972,966 | 646,169 | 19,841 | 11,686 | 75,140 | 19,841 | 19,841 | 1909 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1890 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1910 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1891 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1911 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1892 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1912 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1893 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1913 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1894 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1914 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1895 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1915 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1896 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1916 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1897 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1917 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1898 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1918 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1899 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1919 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1900 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1920 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1901 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1921 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1902 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1922 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1903 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1923 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1904 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1924 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1905 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1925 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1906 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1926 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1907 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1927 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1908 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1928 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1909 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1929 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1910 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1930 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1911 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1931 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1912 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1932 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |
| 1913 | 1,010,045 | 88,971 | 114,838 | 8,429 | 19,841 | 19,841 | 19,841 | 1933 | 2,879,821 | 221,121 | 221,121 | 384,875 | 384,875 | 7,610 | 110,408 | 110,408 | 110,408 | 110,408 |

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR AND GRAIN FOR TWO YEARS.

FLOUR.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|-----------|-----------|-----------------|-----------|-----------|
| Months. | 1918. | 1912. | Months. | 1918. | 1912. |
| January | 249,790 | 208,020 | January | 285,890 | 209,408 |
| February | 238,750 | 281,460 | February | 281,710 | 249,100 |
| March | 267,100 | 208,140 | March | 616,896 | 220,450 |
| April | 240,400 | 246,700 | April | 282,680 | 214,210 |
| May | 249,725 | 241,785 | May | 280,460 | 217,085 |
| June | 251,085 | 196,865 | June | 803,680 | 192,985 |
| July | 261,680 | 201,780 | July | 278,780 | 178,315 |
| August | 801,045 | 285,170 | August | 354,270 | 298,450 |
| September | 837,255 | 801,610 | September | 428,440 | 296,545 |
| October | 297,770 | 850,950 | October | 892,970 | 890,850 |
| November | 292,010 | 281,640 | November | 846,685 | 811,445 |
| December | 279,685 | 266,760 | December | 852,180 | 811,220 |
| Total bbls..... | 8,266,675 | 8,082,380 | Total bbls..... | 8,890,980 | 3,079,570 |

WHEAT.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|------------|------------|-----------------|------------|------------|
| Months. | 1918. | 1912. | Months. | 1918. | 1912. |
| January | 3,410,400 | 856,900 | January | 2,889,280 | 1,045,890 |
| February | 2,905,200 | 961,600 | February | 2,260,180 | 1,401,840 |
| March | 1,907,601 | 616,368 | March | 2,043,510 | 1,102,400 |
| April | 1,389,417 | 689,356 | April | 1,781,760 | 1,121,860 |
| May | 1,662,351 | 780,456 | May | 1,829,470 | 865,420 |
| June | 1,219,452 | 498,379 | June | 1,204,350 | 498,940 |
| July | 5,455,390 | 4,084,861 | July | 2,189,265 | 1,209,970 |
| August | 4,353,683 | 8,288,398 | August | 2,870,160 | 4,689,610 |
| September | 1,816,327 | 4,345,495 | September | 2,082,490 | 2,827,870 |
| October | 3,007,702 | 8,585,458 | October | 1,992,010 | 2,264,605 |
| November | 2,601,802 | 2,843,978 | November | 1,751,390 | 1,987,740 |
| December | 2,228,796 | 2,869,349 | December | 2,302,700 | 2,240,080 |
| By Wagon | 300,000 | 300,000 | | | |
| Total bushels.. | 81,268,471 | 80,541,678 | Total bushels.. | 25,148,065 | 21,196,225 |

CORN.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|------------|------------|-----------------|------------|------------|
| Months. | 1918. | 1912. | Months. | 1918. | 1912. |
| January | 2,526,000 | 4,753,200 | January | 1,705,680 | 2,291,570 |
| February | 3,806,000 | 5,408,000 | February | 1,805,980 | 5,261,840 |
| March | 1,806,725 | 1,885,330 | March | 971,990 | 1,684,560 |
| April | 2,172,900 | 1,919,450 | April | 1,218,400 | 1,084,240 |
| May | 2,375,700 | 1,835,310 | May | 1,126,810 | 1,606,270 |
| June | 2,306,750 | 2,346,970 | June | 1,246,350 | 1,480,410 |
| July | 1,041,375 | 1,629,025 | July | 908,550 | 690,585 |
| August | 1,520,050 | 1,884,985 | August | 668,270 | 617,290 |
| September | 1,353,225 | 1,650,710 | September | 682,180 | 942,520 |
| October | 1,188,080 | 1,900,330 | October | 442,550 | 591,810 |
| November | 981,580 | 1,279,335 | November | 835,270 | 465,580 |
| December | 1,710,710 | 2,524,735 | December | 497,890 | 1,061,080 |
| By Wagon | 400,000 | 400,000 | | | |
| Total bushels.. | 22,189,045 | 26,979,080 | Total bushels.. | 11,563,860 | 15,199,195 |

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.
OATS.

| RECEIPTS. | | | SHIPMENTS. | | |
|-------------------|------------|------------|------------------|------------|------------|
| Months. | 1912. | 1913. | Months. | 1912. | 1913. |
| January | 975,800 | 2,395,300 | January | 702,465 | 2,107,890 |
| February | 1,608,200 | 2,058,700 | February | 1,005,560 | 1,875,150 |
| March | 1,475,640 | 1,507,900 | March | 1,081,710 | 1,238,008 |
| April | 1,696,800 | 1,280,350 | April | 1,086,520 | 1,153,610 |
| May | 1,410,085 | 1,655,500 | May | 831,600 | 1,127,740 |
| June | 1,331,100 | 1,756,100 | June | 1,014,980 | 832,010 |
| July | 1,217,240 | 1,515,680 | July | 599,560 | 847,885 |
| August | 2,783,125 | 2,979,300 | August | 1,601,800 | 1,562,335 |
| September | 2,283,650 | 2,424,100 | September | 1,408,830 | 1,608,710 |
| October | 2,694,400 | 2,412,300 | October | 1,919,610 | 1,570,260 |
| November | 1,512,200 | 2,123,300 | November | 1,585,770 | 1,849,190 |
| December | 2,131,910 | 1,854,700 | December | 1,449,260 | 1,372,080 |
| By Wagon | 800,000 | 400,000 | | | |
| Total bushels ... | 21,529,690 | 24,868,480 | Total bushels... | 14,137,095 | 16,140,865 |

R Y E .

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|---------|---------|-----------------|--------|---------|
| Months. | 1912. | 1913. | Months. | 1912. | 1913. |
| January | 1,100 | 17,600 | January | 2,430 | 28,250 |
| February | 3,800 | 18,200 | February | 6,800 | 20,430 |
| March | 5,500 | 16,500 | March | 8,960 | 14,610 |
| April | 4,490 | 11,100 | April | 2,600 | 7,890 |
| May | 459 | 4,400 | May | | 6,110 |
| June | 4,400 | 8,800 | June | 900 | 6,820 |
| July | 6,663 | 35,280 | July | | 11,655 |
| August | 48,585 | 118,740 | August | 7,640 | 87,840 |
| September | 48,688 | 75,900 | September | 21,110 | 60,170 |
| October | 39,198 | 63,064 | October | 15,940 | 33,610 |
| November | 19,985 | 19,800 | November | 10,070 | 7,020 |
| December | 4,400 | 53,900 | December | 4,680 | 7,120 |
| Total bushels.. | 186,663 | 432,734 | Total bushels.. | 80,430 | 266,515 |

BARLEY.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|-----------|-----------|-----------------|---------|---------|
| Months. | 1912. | 1913. | Months. | 1912. | 1913. |
| January | 12,000 | 225,600 | January | 16,410 | 13,450 |
| February | 14,400 | 216,000 | February | 19,090 | |
| March | 19,200 | 178,000 | March | 68,890 | 8,900 |
| April | 14,400 | 14,750 | April | 3,070 | 2,690 |
| May | 8,200 | 8,000 | May | 2,910 | 8,740 |
| June | | 46,870 | June | | 1,250 |
| July | 21,854 | 85,340 | July | 9,070 | 4,890 |
| August | 44,800 | 85,320 | August | | 8,160 |
| September | 246,400 | 182,684 | September | | 17,460 |
| October | 548,800 | 503,800 | October | | 22,600 |
| November | 571,200 | 497,200 | November | 1,500 | 12,430 |
| December | 264,000 | 311,450 | December | 16,150 | 5,160 |
| Total bushels.. | 1,760,264 | 2,254,964 | Total bushels.. | 130,660 | 100,060 |

RECEIPTS OF WHEAT AT ST. LOUIS.

| YEAR. | AUGUST—BUSH. | JULY—BUSH. | TOTAL. TWO MONTHS. BUSH. |
|-----------|--------------|------------|--------------------------------|
| 1913..... | 4,353,633 | 5,455,290 | 9,808,923 |
| 1912..... | 8,288,893 | 4,034,861 | 12,323,754 |
| 1911..... | 1,732,319 | 4,655,260 | 6,410,581 |
| 1910..... | 4,327,111 | 2,087,779 | 6,414,890 |
| 1909..... | 5,276,648 | 2,756,150 | 8,032,798 |
| 1908..... | 2,885,102 | 3,140,505 | 6,025,607 |
| 1907..... | 4,178,229 | 2,036,876 | 6,210,105 |
| 1906..... | 2,336,795 | 3,237,182 | 5,573,977 |
| 1905..... | 3,322,854 | 4,878,014 | 7,700,868 |
| 1904..... | 4,628,383 | 2,194,724 | 6,813,107 |
| 1903..... | 2,858,982 | 2,966,193 | 5,825,175 |
| 1902..... | 6,248,347 | 5,944,122 | 12,287,469 |
| 1901..... | 3,833,249 | 5,591,140 | 9,424,389 |
| 1900..... | 4,730,084 | 4,130,881 | 8,860,965 |
| 1899..... | 2,107,170 | 1,929,118 | 4,036,288 |
| 1898..... | 1,594,952 | 1,110,230 | 2,705,182 |
| 1897..... | 2,639,971 | 1,261,528 | 3,901,499 |
| 1896..... | 3,093,790 | 2,285,192 | 5,378,982 |
| 1895..... | 2,353,692 | 1,902,850 | 4,256,542 |
| 1894..... | 2,331,038 | 3,345,303 | 5,676,341 |
| 1893..... | 2,486,228 | 2,207,104 | 4,693,332 |
| 1892..... | 6,610,977 | 3,276,424 | 9,887,401 |

RECEIPTS OF WHEAT BY CROP YEARS.

| Year ending June 30, 1900..... | Bushels. | Year ending June 30, 1907..... | Bushels |
|--------------------------------|------------|--------------------------------|------------|
| " " " 1901..... | 10,211,628 | " " " 1908..... | 16,899,533 |
| " " " 1902..... | 23,311,245 | " " " 1909..... | 19,048,895 |
| " " " 1903..... | 19,832,546 | " " " 1910..... | 17,688,658 |
| " " " 1904..... | 82,369,571 | " " " 1911..... | 22,661,880 |
| " " " 1905..... | 24,238,989 | " " " 1912..... | 20,126,696 |
| " " " 1906..... | 20,958,896 | " " " 1913..... | 15,335,815 |
| " " " 1907..... | 21,607,370 | | 88,792,450 |

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. Hard Wheat, No. 2 Corn, No. 3 Oats and No. 2 Rye, during 1913:

| | No. 2 Red Wheat. | No. 2 Hard Wheat. | No. 2 Corn. | No. 3 White Oats. | No. 2 Rye. |
|----------------|---------------------|----------------------|----------------|----------------------|---------------|
| January..... | 1 15 | 97 | 51 | 35 | 64 |
| | 1 08 | 88 | 45 | 32 | 62 |
| February..... | 1 18 | 94 | 50½ | 35½ | 64½ |
| | 1 00 | 89 | 47½ | 33 | 62 |
| March..... | 1 12 | 92 | 54½ | 35 | 63½ |
| | 97 | 88 | 49 | 31½ | 60 |
| April..... | 1 12½ | 95½ | 60½ | 37 | 62 |
| | 1 04 | 90 | 54 | 33½ | 60 |
| May..... | 1 12 | 97½ | 61 | 41½ | .... |
| | 95 | 88½ | 56 | 35 | .... |
| June..... | 1 07 | 97 | 64 | 48½ | 68 |
| | 98 | 88 | 57 | 38 | 60½ |
| July..... | 90 | 98½ | 67½ | 42½ | 67 |
| | 83 | 88 | 61½ | 38½ | 61½ |
| August..... | 92½ | 92½ | 78½ | 43½ | 71 |
| | 84½ | 84 | 69½ | 40½ | 65 |
| September..... | 96 | 95½ | 78 | 44½ | 78 |
| | 90 | 85½ | 72 | 41½ | 67½ |
| October..... | 97 | 94½ | 74½ | 48 | 68 |
| | 87½ | 82 | 69 | 39 | 68 |
| November..... | 96½ | 98½ | 77 | 42 | 68½ |
| | 89½ | 83½ | 78½ | 39 | 61 |
| December..... | 97½ | 94½ | 82 | 42½ | 65 |
| | 90 | 85 | 63 | 39 | 60 |

EXTREME RANGE for the year:

| | | | | | |
|--------------|------|-----|----|-----|----|
| Highest..... | 1 15 | 97½ | 82 | 44½ | 78 |
| Lowest..... | 88 | 82 | 45 | 31½ | 60 |

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
 TWENTY-SEVEN YEARS.

| YEAR. | RECEIPTS. | | YEAR. | SHIPMENTS. | |
|-------|-----------|-------------------|-------|------------|-------------------|
| | In Sacks. | In Bulk, Cars. | | In Sacks. | In Bulk, Cars. |
| 1913 | 1,134,990 | 872 | 1913 | 5,227,465 | 4,365 |
| 1912 | 1,146,570 | 1,720 | 1912 | 8,224,935 | 7,819 |
| 1911 | 972,880 | 1,262 | 1911 | 8,104,975 | 6,297 |
| 1910 | 1,894,845 | 1,001 | 1910 | 8,146,950 | 8,714 |
| 1909 | 1,268,810 | 781 | 1909 | 2,842,870 | 8,292 |
| 1908 | 1,450,220 | 564 | 1908 | 2,878,980 | 4,077 |
| 1907 | 1,497,755 | 957 | 1907 | 1,947,880 | 4,424 |
| 1906 | 907,170 | 909 | 1906 | 1,297,940 | 1,851 |
| 1905 | 1,009,150 | 1,065 | 1905 | 1,122,145 | 1,096 |
| 1904 | 1,568,410 | 669 | 1904 | 1,874,070 | 1,812 |
| 1903 | 1,828,740 | 496 | 1903 | 1,981,598 | 690 |
| 1902 | 1,250,260 | 358 | 1902 | 1,206,460 | 821 |
| 1901 | 740,068 | 488 | 1901 | 841,665 | 1,552 |
| 1900 | 848,060 | 400 | 1900 | 1,078,987 | 808 |
| 1899 | 1,085,942 | 469 | 1899 | 986,685 | 1,260 |
| 1898 | 676,911 | 582 | 1898 | 579,690 | 809 |
| 1897 | 806,795 | 464 | 1897 | 651,809 | 662 |
| 1896 | 587,933 | 473 | 1896 | 1,000,575 | 446 |
| 1895 | 484,868 | 267 | 1895 | 707,787 | 840 |
| 1894 | 890,111 | 490 | 1894 | 763,483 | 852 |
| 1893 | 878,843 | 638 | 1893 | 745,098 | 1,011 |
| 1892 | 883,152 | 842 | 1892 | 746,646 | 765 |
| 1891 | 220,668 | 941 | 1891 | 866,521 | 908 |
| 1890 | 149,432 | 905 | 1890 | 891,539 | 796 |
| 1889 | 145,010 | 940 | 1889 | 814,474 | 820 |
| 1888 | 171,145 | 560 | 1888 | 625,650 | 558 |
| 1887 | 102,548 | 302 | 1887 | 767,856 | 226 |

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED,
 MIDDINGS AND SHIPSTUFFS FOR 1913.

| MONTHS. | BRAN, | | MIXED FEED, | | MIDDINGS. | | SHIPSTUFFS AND SHORTS. | |
|-----------|--------------|-------|--------------|-------|--------------|-------|---------------------------|-------|
| | PER 100 LBS. | | PER 100 LBS. | | PER 100 LBS. | | PER 100 LBS. | |
| January | \$0.99 | @1.10 | \$1.05 | @1.10 | \$1.08 | @1.40 | \$1.04 | @1.04 |
| February | .96 | 1.08 | 1.02 | 1.08 | .98 | 1.15 | 1.06 | 1.06 |
| March | .87 | .96 | .96 | 1.02 | .95 | 1.12 | | |
| April | .88 | .97 | .93 | 1.00 | .92 | 1.15 | | |
| May | .88 | .95 | .92 | 1.00 | 1.00 | 1.15 | | |
| June | .85 | .95 | .90 | 1.00 | 1.02 | 1.20 | 1.08 | 1.06 |
| July | .85 | .98 | .90 | .99 | 1.06 | 1.25 | 1.05 | 1.08 |
| August | .90 | 1.25 | .95 | 1.25 | 1.10 | 1.50 | 1.22 | 1.85 |
| September | 1.12 | 1.25 | 1.20 | 1.27 | 1.80 | 1.50 | | |
| October | 1.08 | 1.15 | 1.08 | 1.20 | 1.17 | 1.40 | 1.14 | 1.25 |
| November | 1.05 | 1.12 | 1.12 | 1.14 | 1.28 | 1.85 | 1.28 | 1.26 |
| December | 1.06 | 1.12 | 1.12 | 1.14 | 1.20 | 1.45 | | |

DAILY RANGE DURING JANUARY, 1918, ON OASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1918 | WHEAT. | | | CORN. | | | | OATS. | | | R.YE. | |
|-------------|------------|------------|--------|----------|--------|----------|----------|-----------------|----------|-----------------|-----------------|--------|
| | No. 2 RED. | No. 2 Hard | MAY. | JULY. | No. 2. | MAY. | JULY. | SEPT. | No. 3 W. | MAY. | | JULY. |
| | | | | | | | | | | | | |
| 2..106 | @ 110 1/2 | 89 @ 92 | 93 | @ 98 1/2 | 45 | @ 45 1/2 | @ 47 1/2 | 48 1/2 @ 48 1/2 | ..... | 33 1/2 @ 33 1/2 | 33 1/2 @ 33 1/2 | 62 |
| 3..105 | 111 1/2 | 88 1/2 | 91 1/2 | 98 1/2 | 45 1/2 | 46 1/2 | 47 1/2 | 48 1/2 | 48 1/2 | 33 1/2 | 33 1/2 | 62 |
| 4..109 1/2 | 110 1/2 | 88 1/2 | 91 1/2 | 98 1/2 | 45 1/2 | 47 1/2 | 48 1/2 | 48 1/2 | 49 1/2 | 33 1/2 | 33 1/2 | 62 |
| 5..108 | 111 1/2 | 88 1/2 | 92 | 98 1/2 | 46 | 47 1/2 | 48 1/2 | 49 1/2 | 50 | 33 1/2 | 33 1/2 | 62 |
| 6..110 | 111 1/2 | 89 1/2 | 91 1/2 | 98 1/2 | 46 1/2 | 48 1/2 | 49 1/2 | 49 1/2 | 50 | 33 1/2 | 33 1/2 | 62 |
| 7..110 1/2 | 111 1/2 | 89 1/2 | 92 | 98 1/2 | 46 1/2 | 48 1/2 | 49 1/2 | 49 1/2 | 50 | 33 1/2 | 33 1/2 | 62 |
| 8..109 | 112 1/2 | 89 1/2 | 92 1/2 | 98 1/2 | 46 1/2 | 48 1/2 | 49 1/2 | 49 1/2 | 50 | 33 1/2 | 33 1/2 | 62 |
| 9..112 | 113 1/2 | 89 1/2 | 92 1/2 | 98 1/2 | 47 | 47 1/2 | 48 1/2 | 49 1/2 | 51 | 33 1/2 | 33 1/2 | 62 |
| 10..111 | 114 1/2 | 90 1/2 | 94 | 94 1/2 | 48 | 48 1/2 | 49 1/2 | 50 | 51 | 34 1/2 | 34 1/2 | 62 |
| 11..111 | 114 1/2 | 90 1/2 | 94 | 94 1/2 | 48 | 48 1/2 | 49 1/2 | 50 | 51 | 34 1/2 | 34 1/2 | 62 |
| 12..110 1/2 | 114 1/2 | 90 1/2 | 94 | 94 1/2 | 48 | 48 1/2 | 49 1/2 | 50 | 51 | 34 1/2 | 34 1/2 | 62 |
| 13..110 1/2 | 114 1/2 | 90 1/2 | 94 | 94 1/2 | 48 | 48 1/2 | 49 1/2 | 50 | 51 | 34 1/2 | 34 1/2 | 62 |
| 14..111 1/2 | 115 1/2 | 91 1/2 | 95 | 94 1/2 | 48 1/2 | 49 1/2 | 50 | 51 | 52 | 34 1/2 | 34 1/2 | 62 |
| 15..113 1/2 | 114 1/2 | 91 1/2 | 95 | 94 1/2 | 48 1/2 | 49 1/2 | 50 | 51 | 52 | 34 1/2 | 34 1/2 | 62 |
| 16..115 1/2 | 113 1/2 | 91 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 17..116 1/2 | 112 1/2 | 92 1/2 | 96 1/2 | 95 1/2 | 50 | 51 | 52 | 53 | 54 | 34 1/2 | 34 1/2 | 62 |
| 18..118 1/2 | 115 1/2 | 92 1/2 | 96 1/2 | 95 1/2 | 50 | 51 | 52 | 53 | 54 | 34 1/2 | 34 1/2 | 62 |
| 19..118 1/2 | 115 1/2 | 92 1/2 | 96 1/2 | 95 1/2 | 50 | 51 | 52 | 53 | 54 | 34 1/2 | 34 1/2 | 62 |
| 20..110 | 114 1/2 | 90 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 21..108 | 113 1/2 | 90 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 22..108 1/2 | 113 1/2 | 90 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 23..106 1/2 | 113 1/2 | 90 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 24..106 1/2 | 113 1/2 | 90 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 25..109 | 113 1/2 | 91 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 26..109 1/2 | 113 1/2 | 91 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 27..108 1/2 | 113 1/2 | 91 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 28..108 1/2 | 113 1/2 | 91 1/2 | 95 | 94 1/2 | 49 1/2 | 50 | 51 | 52 | 53 | 34 1/2 | 34 1/2 | 62 |
| 29..109 | 112 1/2 | 90 1/2 | 94 1/2 | 93 1/2 | 48 1/2 | 49 1/2 | 50 | 51 | 52 | 34 1/2 | 34 1/2 | 62 |
| 30..110 | 112 1/2 | 90 1/2 | 94 1/2 | 93 1/2 | 48 1/2 | 49 1/2 | 50 | 51 | 52 | 34 1/2 | 34 1/2 | 62 |
| 31..104 | 112 1/2 | 90 1/2 | 94 1/2 | 93 1/2 | 49 1/2 | 50 1/2 | 51 1/2 | 52 1/2 | 53 1/2 | 34 1/2 | 34 1/2 | 62 1/2 |

Sept. Wheat purely nominal all month, at 88 1/2c to 89 1/2c; Jan. Corn 1 1/2c under May.

DAILY RANGE DURING FEBRUARY, 1913, ON CASH No. 2 WHEAT, No. 2 CORN, No. 3 W. OATS, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1913 | WHEAT. | | | | CORN. | | | | OATS. | | | |
|--------------------|------------|------------|--------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | No. 2 Red. | No. 2 Hard | MAY. | JULY. | SEPT. | No. 2. | MAY. | JULY. | SEPT. | No. 3 W. | MAY. | JULY. |
| 1.. 1 07 @1 11 | 90 1/2 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 @ | 34 1/2 @ | 34 1/2 @ |
| 3.. 1 07 1 12 | 90 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 4.. 1 10 1 12 | 90 1/2 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 5.. 1 08 1 12 | 90 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 6.. 1 08 1 12 | 91 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 7.. 1 08 1 13 | 91 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 8.. 1 08 1 13 | 91 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 9.. 1 08 1 13 | 91 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 10.. 1 08 1 13 | 91 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 11.. 1 06 1 12 | 90 | 94 | 33 1/2 | 89 1/2 @ | 89 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 12.. 1 06 1 09 1/2 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 13.. 1 06 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 14.. 1 06 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 15.. 1 02 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 16.. 1 06 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 17.. 1 06 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 18.. 1 06 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 19.. 1 00 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 20.. 1 01 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 21.. 1 01 1 08 3/4 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 22.. 1 02 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 23.. 1 02 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 24.. 1 02 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 25.. 1 02 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 26.. 1 02 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 27.. 1 06 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |
| 28.. 1 06 1 09 | 89 1/2 | 93 1/2 | 31 1/2 | 88 1/2 @ | 88 1/2 @ | 49 1/2 @ | 51 1/2 @ | 52 1/2 @ | 53 1/2 @ | 34 1/2 | 34 1/2 | 34 1/2 |

No. 2 Rye ranged from 83 1/4c to 84 1/4c to 85c. September Wheat and Corn mainly nominal.

DAILY RANGE DURING MARCH, 1913, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| WHEAT. | | | | | CORN. | | | | OATS. | | |
|------------------|-------------|-----------------|-----------------|----------|-------------|-----------------|-----------------|--------|-------------|-------------|--------|
| No. 2 Rmd. | No. 2 Hard | MAY. | JULY. | SEPT. | No. 2. | MAY. | JULY. | SEPT. | No. 3 W. | MAY. | JULY. |
| 1. 107 @ 109 1/2 | 90 @ 92 1/4 | 91 1/4 @ 91 1/4 | 89 1/2 @ 89 1/2 | @ 88 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 2. 106 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 3. 106 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 4. 106 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 5. 106 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 6. 106 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 7. 111 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 8. 111 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 9. 111 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 10. 111 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 11. 110 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 12. 109 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 13. 110 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 14. 104 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 15. 105 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 16. 108 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 17. 108 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 18. 108 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 19. 108 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 20. 108 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 21. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 22. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 23. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 24. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 25. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 26. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 27. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 28. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 29. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |
| 30. 107 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 89 1/2 | 49 @ 49 1/2 | 52 1/2 @ 52 1/2 | 54 1/2 @ 54 1/2 | 54 1/2 | 58 @ 58 1/2 | 84 @ 84 1/2 | 84 1/2 |

No. 2 Eye ranged nominally at 62 1/2 @ 62c early to 61 1/2 @ 60c late. September oats 58 1/2c to 57 1/2 @ 56 1/2c.

DAILY RANGE DURING APRIL, 1913, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON
ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1913. | WHEAT. | | | | CORN. | | | | OATS. | | | |
|---------|------------|---------|------------|--------|--------|--------|----------|--------|----------|--------|--------|--------|
| | No. 2 RED. | | No. 2 Hard | | No. 2. | MAY. | | SEPT. | No. 3 W. | MAY. | | JULY. |
| | | | | | | | | | | | | |
| 1..... | 106 | @106 | 90 | @ 92 | 90 1/4 | 90 1/4 | @ 90 1/4 | 88 3/4 | 88 3/4 | 88 3/4 | 88 3/4 | 88 3/4 |
| 2..... | 105 | 106 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 3..... | 105 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 4..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 5..... | 107 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 6..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 7..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 8..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 9..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 10..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 11..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 12..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 13..... | 106 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 14..... | 107 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 15..... | 107 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 16..... | 107 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 17..... | 107 1/2 | 106 1/2 | 90 1/2 | 92 1/2 | 90 1/2 | 90 1/2 | @ 91 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 |
| 18..... | 109 | 109 | 91 | 92 1/2 | 91 1/2 | 91 1/2 | @ 92 1/2 | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/2 |
| 19..... | 109 | 109 | 91 | 92 1/2 | 91 1/2 | 91 1/2 | @ 92 1/2 | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/2 |
| 20..... | 109 1/2 | 111 | 92 | 93 1/2 | 92 1/2 | 92 1/2 | @ 93 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| 21..... | 109 1/2 | 110 | 92 1/2 | 94 1/2 | 93 1/2 | 93 1/2 | @ 94 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 |
| 22..... | 109 1/2 | 110 | 92 1/2 | 94 1/2 | 93 1/2 | 93 1/2 | @ 94 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 |
| 23..... | 110 | 111 1/2 | 93 1/2 | 95 1/2 | 94 1/2 | 94 1/2 | @ 95 1/2 | 92 1/2 | 92 1/2 | 92 1/2 | 92 1/2 | 92 1/2 |
| 24..... | 110 | 111 1/2 | 93 1/2 | 95 1/2 | 94 1/2 | 94 1/2 | @ 95 1/2 | 92 1/2 | 92 1/2 | 92 1/2 | 92 1/2 | 92 1/2 |
| 25..... | 110 | 112 | 94 1/2 | 96 1/2 | 95 1/2 | 95 1/2 | @ 96 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 |
| 26..... | 110 | 112 1/2 | 94 1/2 | 96 1/2 | 95 1/2 | 95 1/2 | @ 96 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 |
| 27..... | 110 | 112 1/2 | 94 1/2 | 96 1/2 | 95 1/2 | 95 1/2 | @ 96 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 |
| 28..... | 110 | 112 1/2 | 94 1/2 | 96 1/2 | 95 1/2 | 95 1/2 | @ 96 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 |
| 29..... | 110 | 112 1/2 | 94 1/2 | 96 1/2 | 95 1/2 | 95 1/2 | @ 96 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 |
| 30..... | 110 | 112 | 94 1/2 | 96 1/2 | 95 1/2 | 95 1/2 | @ 96 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 | 93 1/2 |

September oats ranged from 88 3/4c to 84 1/4c to 35c to 84 1/4c.

No. 2 rye ranged from 86c to 82c.

**DAILY RANGE DURING MAY, 1918, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**
As Compiled by the St. Louis Market Reporter.

| 1918. | WHEAT. | | | | CORN. | | | | OATS. | | | |
|---------|------------|---------------|----------|-----------|-----------|--------|-----------|-----------|-----------|----------|----------|-----------|
| | No. 2 RED. | No. 2 Hard | MAY. | JULY. | SEPT. | No. 2. | MAY. | JULY. | SEPT. | No. 3 W. | MAY. | JULY. |
| 1..... | 109 @ | 112 32½ @ 94½ | 92½ @ 93 | 89½ @ 90½ | 89½ @ 90½ | 58 57½ | 55½ @ 55½ | 55½ @ 55½ | 55½ @ 55½ | 35½ @ 36 | 34 @ 34½ | 34½ @ 34½ |
| 2..... | 100 111 | 92 94 | 91½ | 89½ | 89½ | 57½ | 55½ | 55½ | 55½ | 35½ | 34½ | 34½ |
| 3..... | 107 110½ | 91 94 | 91½ | 89½ | 89½ | 57½ | 55½ | 55½ | 55½ | 35½ | 34½ | 34½ |
| 4..... | 104 109 | 91 93 | 90½ | 89½ | 89½ | 56 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 5..... | 102 109 | 89 93 | 89½ | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 6..... | 104 105 | 88½ 92 | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 7..... | 103 107 | 89 92 | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 8..... | 100 107 | 89½ 92½ | 89½ | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 9..... | 100 107 | 89½ 92½ | 89½ | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 10..... | 100 105 | 89½ 92½ | 89½ | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 11..... | 97 105 | 89½ 92½ | 89½ | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 12..... | 97 105 | 89½ 92½ | 89½ | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 13..... | 96 103 | 89 92 | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 14..... | 96 103 | 89 92 | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 15..... | 96 103 | 89 92 | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 16..... | 96 103 | 89 92 | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 17..... | 96 104 | 89½ 92½ | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 18..... | 96 104 | 89½ 92½ | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 19..... | 96 104 | 89½ 92½ | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 20..... | 96 104 | 89½ 92½ | 89 | 87½ | 87½ | 56½ | 54½ | 54½ | 54½ | 35½ | 34½ | 34½ |
| 21..... | 100 104½ | 91 94 | 90½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 22..... | 101 105 | 92 94 | 91½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 23..... | 101 105 | 92 94 | 91½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 24..... | 102 105 | 91 94 | 91½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 25..... | 102 105 | 91 94 | 91½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 26..... | 103 105 | 93 96 | 91½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 27..... | 104 105 | 93 96 | 91½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 28..... | 103 105 | 92 97 | 92 | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 29..... | 103 105 | 92 97 | 92 | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 30..... | 103 105 | 92 97 | 92 | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |
| 31..... | 103 105½ | 93 97½ | 92½ | 87½ | 87½ | 59½ | 57½ | 57½ | 57½ | 38 38½ | 36½ | 36½ |

September Oats ranged actively from 83½¢ to 87½¢@98¢ to 87½¢@98¢ to 87½¢@98¢ to 87½¢@98¢.

DAILY RANGE DURING JUNE, 1913, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON
ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1913. | WHEAT. | | | | | CORN. | | | | | OATS. | | | |
|-------|------------|------------|------------|----|-----------------|-----------------|-------|--------|-----------------|-----------------|-----------------|----------|-----------------|-----------------|
| | No. 2 Red. | | No. 2 Hard | | DEC. | SEPT. | JULY. | No. 2. | JULY. | SEPT. | DEC. | No. 3 W. | JULY. | SEPT. |
| | No. 2 Red. | No. 2 Hard | | | | | | | | | | | | |
| 2 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 3 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 4 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 5 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 6 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 7 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 8 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 9 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 10 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 11 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 12 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 13 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 14 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 15 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 16 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 17 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 18 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 19 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 20 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 21 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 22 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 23 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 24 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 25 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 26 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 27 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 28 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 29 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |
| 30 | 100 | 106 | 98 | 97 | 88 1/2 @ 89 1/2 | 88 1/2 @ 89 1/2 | 92 | 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 57 1/2 @ 58 1/2 | 38 | 38 1/2 @ 39 1/2 | 38 1/2 @ 39 1/2 |

*First car new crop 89 1/2c, and 90c to 90 later

No. 3 rye at 80c @ 80c.

Dec. oats at 41 1/2 @ 41c.

**DAILY RANGE DURING AUGUST, 1913, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

| 1913. | WHEAT. | | | | CORN. | | | | OATS. | | | |
|-------|------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|
| | No. 2 RED. | No. 2 Hard | SEPT. | DEC. | MAY. | No. 2. | SEPT. | DEC. | MAY. | No. 8 W. | SEPT. | DEC. |
| 1... | 84 1/2 @ | 84 1/2 @ 91 1/2 | 84 1/2 @ 85 1/2 | 89 1/2 @ 90 1/2 | 96 1/2 @ 96 1/2 | 69 1/2 @ 71 1/2 | 68 1/2 @ 70 1/2 | 68 1/2 @ 69 1/2 | 67 1/2 @ 68 1/2 | 41 1/2 @ 42 1/2 | 40 1/2 @ 41 1/2 | 48 @ 48 1/2 |
| 2... | 85 1/4 | 85 1/4 | 85 1/4 | 89 1/2 | 96 1/4 | 71 3/4 | 70 3/4 | 71 3/4 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 3... | 85 1/2 | 85 1/2 | 85 1/2 | 89 1/2 | 96 1/2 | 72 1/2 | 71 1/2 | 72 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 4... | 85 3/4 | 85 3/4 | 85 3/4 | 89 1/2 | 96 3/4 | 73 1/2 | 72 1/2 | 73 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 5... | 86 1/4 | 86 1/4 | 86 1/4 | 89 1/2 | 96 1/4 | 73 1/2 | 72 1/2 | 73 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 6... | 86 1/2 | 86 1/2 | 86 1/2 | 89 1/2 | 96 1/2 | 74 1/2 | 73 1/2 | 74 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 7... | 86 3/4 | 86 3/4 | 86 3/4 | 89 1/2 | 96 3/4 | 74 1/2 | 73 1/2 | 74 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 8... | 87 1/4 | 87 1/4 | 87 1/4 | 89 1/2 | 96 1/4 | 75 1/2 | 74 1/2 | 75 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 9... | 87 1/2 | 87 1/2 | 87 1/2 | 89 1/2 | 96 1/2 | 75 1/2 | 74 1/2 | 75 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 10... | 87 3/4 | 87 3/4 | 87 3/4 | 89 1/2 | 96 3/4 | 76 1/2 | 75 1/2 | 76 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 11... | 88 1/4 | 88 1/4 | 88 1/4 | 89 1/2 | 96 1/4 | 77 1/2 | 76 1/2 | 77 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 12... | 88 1/2 | 88 1/2 | 88 1/2 | 89 1/2 | 96 1/2 | 77 1/2 | 76 1/2 | 77 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 13... | 88 3/4 | 88 3/4 | 88 3/4 | 89 1/2 | 96 3/4 | 78 1/2 | 77 1/2 | 78 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 14... | 89 1/4 | 89 1/4 | 89 1/4 | 89 1/2 | 96 1/4 | 78 1/2 | 77 1/2 | 78 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 15... | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/2 | 96 1/2 | 78 1/2 | 77 1/2 | 78 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 16... | 89 3/4 | 89 3/4 | 89 3/4 | 89 1/2 | 96 3/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 17... | 90 1/4 | 90 1/4 | 90 1/4 | 89 1/2 | 96 1/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 18... | 90 1/2 | 90 1/2 | 90 1/2 | 89 1/2 | 96 1/2 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 19... | 90 3/4 | 90 3/4 | 90 3/4 | 89 1/2 | 96 3/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 20... | 91 1/4 | 91 1/4 | 91 1/4 | 89 1/2 | 96 1/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 21... | 91 1/2 | 91 1/2 | 91 1/2 | 89 1/2 | 96 1/2 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 22... | 91 3/4 | 91 3/4 | 91 3/4 | 89 1/2 | 96 3/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 23... | 92 1/4 | 92 1/4 | 92 1/4 | 89 1/2 | 96 1/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 24... | 92 1/2 | 92 1/2 | 92 1/2 | 89 1/2 | 96 1/2 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 25... | 92 3/4 | 92 3/4 | 92 3/4 | 89 1/2 | 96 3/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 26... | 93 1/4 | 93 1/4 | 93 1/4 | 89 1/2 | 96 1/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 27... | 93 1/2 | 93 1/2 | 93 1/2 | 89 1/2 | 96 1/2 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |
| 28... | 93 3/4 | 93 3/4 | 93 3/4 | 89 1/2 | 96 3/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 3/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 29... | 94 1/4 | 94 1/4 | 94 1/4 | 89 1/2 | 96 1/4 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/4 | 42 1/2 | 41 3/4 | 48 1/2 |
| 30... | 94 1/2 | 94 1/2 | 94 1/2 | 89 1/2 | 96 1/2 | 79 1/2 | 78 1/2 | 79 1/2 | 69 1/2 | 42 1/2 | 41 3/4 | 48 1/2 |

No. 2 Rye at 55¢@56¢ to 58¢ to 71¢ to 70¢. May Oats at 45¢@46¢ to 48¢ to 49¢ to 48¢@47¢.

TRADE AND COMMERCE OF

**DAILY RANGE DURING SEPTEMBER, 1913, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON
FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

| 1913 | WHEAT. | | | | | CORN. | | | | | OATS. | | | | | | |
|-------|------------|------------|-------|------|-------|--------|-------|------|-------|----------|-----------|-----------|---------|---------|----------|-----------|-----------|
| | No. 2 RED. | No. 2 Hard | SEPT. | DEC. | MAY. | No. 2. | SEPT. | DEC. | MAY. | No. 3 W. | DEC. | MAY. | | | | | |
| | | | | | | | | | | | | | | | | | |
| 2... | 90½ @ | 93 | 85½ @ | 90 | 86½ @ | 91 | 91½ @ | 91½ | 95½ @ | 93½ | 74½ @ 74½ | 74½ @ 74½ | 71 @ 72 | 73 @ 74 | 41½ @ 42 | 44½ @ 45½ | 47½ @ 48½ |
| 3... | 91½ | 94 | 86½ | 91 | 87½ | 92 | 88½ | 92 | 93½ | 97 | 75½ | 75½ | 72½ | 73½ | 42½ | 45½ | 48½ |
| 4... | 92 | 94 | 87½ | 92 | 88½ | 93 | 90½ | 92½ | 94 | 97½ | 76½ | 76½ | 73½ | 74½ | 43½ | 46½ | 49½ |
| 5... | 93 | 95 | 88½ | 93 | 89½ | 93 | 91½ | 93 | 94 | 98½ | 77½ | 77½ | 74½ | 75½ | 44½ | 47½ | 50½ |
| 6... | 93 | 95 | 87½ | 92 | 89½ | 93 | 90½ | 93 | 94 | 97½ | 78½ | 78½ | 75½ | 76½ | 44½ | 47½ | 49½ |
| 7... | 94 | 96 | 88½ | 93 | 89½ | 93 | 90½ | 93 | 94 | 98½ | 79½ | 79½ | 76½ | 77½ | 45½ | 48½ | 50½ |
| 8... | 94 | 96 | 87½ | 92 | 89½ | 93 | 90½ | 93 | 94 | 97½ | 80½ | 80½ | 77½ | 78½ | 46½ | 49½ | 51½ |
| 9... | 94 | 96 | 88½ | 93 | 89½ | 93 | 90½ | 93 | 94 | 98½ | 81½ | 81½ | 78½ | 79½ | 47½ | 50½ | 52½ |
| 10... | 93 | 95 | 87½ | 92 | 89½ | 93 | 90½ | 93 | 94 | 97½ | 82½ | 82½ | 79½ | 80½ | 48½ | 51½ | 53½ |
| 11... | 91½ | 95 | 88½ | 92 | 89½ | 93 | 90½ | 93 | 94 | 96½ | 83½ | 83½ | 80½ | 81½ | 49½ | 52½ | 54½ |
| 12... | 92 | 96 | 89½ | 93 | 90½ | 93 | 91½ | 93 | 94 | 97½ | 84½ | 84½ | 81½ | 82½ | 50½ | 53½ | 55½ |
| 13... | 92½ | 96 | 90½ | 94 | 91½ | 93 | 92½ | 94 | 95½ | 97½ | 85½ | 85½ | 82½ | 83½ | 51½ | 54½ | 56½ |
| 14... | 93 | 97 | 91½ | 95 | 92½ | 94 | 93½ | 95 | 96½ | 98½ | 86½ | 86½ | 83½ | 84½ | 52½ | 55½ | 57½ |
| 15... | 93 | 97 | 92½ | 96 | 93½ | 94 | 94½ | 96 | 97½ | 99½ | 87½ | 87½ | 84½ | 85½ | 53½ | 56½ | 58½ |
| 16... | 93 | 97 | 93 | 96 | 94½ | 94 | 95½ | 96 | 97½ | 100½ | 88½ | 88½ | 85½ | 86½ | 54½ | 57½ | 59½ |
| 17... | 94 | 98 | 94½ | 97 | 95½ | 94 | 96½ | 97 | 98½ | 101½ | 89½ | 89½ | 86½ | 87½ | 55½ | 58½ | 60½ |
| 18... | 93 | 98 | 95½ | 98 | 96½ | 94 | 97½ | 98 | 99½ | 102½ | 90½ | 90½ | 87½ | 88½ | 56½ | 59½ | 61½ |
| 19... | 93 | 98 | 96½ | 98 | 97½ | 94 | 98½ | 99 | 100½ | 103½ | 91½ | 91½ | 88½ | 89½ | 57½ | 60½ | 62½ |
| 20... | 94 | 99 | 97½ | 99 | 98½ | 94 | 99½ | 100 | 101½ | 104½ | 92½ | 92½ | 89½ | 90½ | 58½ | 61½ | 63½ |
| 21... | 94 | 99 | 98½ | 99 | 99½ | 94 | 100½ | 101 | 102½ | 105½ | 93½ | 93½ | 90½ | 91½ | 59½ | 62½ | 64½ |
| 22... | 94 | 99 | 99½ | 99 | 100½ | 94 | 101½ | 102 | 103½ | 106½ | 94½ | 94½ | 91½ | 92½ | 60½ | 63½ | 65½ |
| 23... | 94 | 99 | 100½ | 99 | 101½ | 94 | 102½ | 103 | 104½ | 107½ | 95½ | 95½ | 92½ | 93½ | 61½ | 64½ | 66½ |
| 24... | 91 | 96 | 99½ | 97 | 98½ | 94 | 103½ | 104 | 105½ | 108½ | 96½ | 96½ | 93½ | 94½ | 62½ | 65½ | 67½ |
| 25... | 91 | 96 | 100½ | 97 | 99½ | 94 | 104½ | 105 | 106½ | 109½ | 97½ | 97½ | 94½ | 95½ | 63½ | 66½ | 68½ |
| 26... | 91 | 96 | 101½ | 97 | 100½ | 94 | 105½ | 106 | 107½ | 110½ | 98½ | 98½ | 95½ | 96½ | 64½ | 67½ | 69½ |
| 27... | 92 | 96 | 102½ | 97 | 101½ | 94 | 106½ | 107 | 108½ | 111½ | 99½ | 99½ | 96½ | 97½ | 65½ | 68½ | 70½ |
| 28... | 92 | 96 | 103½ | 97 | 102½ | 94 | 107½ | 108 | 109½ | 112½ | 100½ | 100½ | 97½ | 98½ | 66½ | 69½ | 71½ |
| 29... | 92 | 96 | 104½ | 97 | 103½ | 94 | 108½ | 109 | 110½ | 113½ | 101½ | 101½ | 98½ | 99½ | 67½ | 70½ | 72½ |
| 30... | 92½ | 96 | 105½ | 97 | 104½ | 94 | 109½ | 110 | 111½ | 114½ | 102½ | 102½ | 99½ | 100½ | 68½ | 71½ | 73½ |

Sept. Oats nom 41c to 43c to 42c to 41½c. No. 2 Bye at 70-68-66-70-72-74c to 67½-68c.

DAILY RANGE DURING OCTOBER, 1918, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1918 | WHEAT. | | | | CORN. | | | | OATS. | | | | RYE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | No. 2 Red. | | No. 2 Hard. | DEC. | MAY. | No. 2. | | DEC. | MAY. | No. 3 W. | | DEC. | MAY. | No. 2. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | @ | 95 | 87 | @ | 93 | 89 | @ | 89 1/2 | 92 1/2 | @ | 93 1/2 | 72 1/2 | 72 1/2 | @ | 73 | 73 1/2 | @ | 43 | 45 1/2 | @ | 46 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 | 48 1/2 |

**DAILY RANGE DURING NOVEMBER, 1912, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**
As Compiled by the St. Louis Market Reporter.

| 1913. | WHEAT. | | | CORN. | | | | OATS. | | |
|---------|------------|------------|--------|--------|--------|--------|-------|----------|--------|-------------|
| | No. 2 RED. | No. 2 Hard | JULY. | No. 2 | DEC. | MAY. | JULY. | No. 3 W. | DEC. | MAY. |
| 1..... | 94 | 94 | 85 1/2 | 74 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 41 | 43 @ 43 1/2 |
| 2..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 3..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 4..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 5..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 6..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 7..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 8..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 9..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 10..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 11..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 12..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 13..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 14..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 15..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 16..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 17..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 18..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 19..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 20..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 21..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 22..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 23..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 24..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 25..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 26..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 27..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 28..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 29..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |
| 30..... | 94 1/2 | 92 | 84 1/2 | 74 1/2 | 70 1/2 | 72 1/2 | 72 | 39 1/2 | 40 1/2 | 43 @ 43 1/2 |

July futures quotations mainly nominal. No. 2 Bye ranged from 63½c to 61¼c.

**DAILY RANGE DURING DECEMBER, 1913, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON
ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

| WHEAT. | | | | CORN. | | | | OATS. | | | |
|-----------------------|-----------------|-----------------|-----------------|-----------------|--------|-----------------|-----------------|-----------------|---------------|-----------------|-----------------|
| 1913. | | | | | | | | | | | |
| No. 2 Red. | No. 2 Hard | DEC. | MAY. | JULY. | No. 2. | DEC. | MAY. | JULY. | No. 3 W. | DEC. | MAY. |
| 1... 91 @ 94 86 @ 93 | 86 1/2 @ 87 1/2 | 86 1/2 @ 87 1/2 | 90 7/8 @ 91 7/8 | 86 1/2 @ 87 1/2 | 77 | 69 3/4 @ 70 1/4 | 71 1/2 @ 72 3/4 | 71 1/2 @ 71 1/2 | 39 1/2 @ 41 | 38 1/2 @ 39 1/2 | 42 1/2 @ 42 1/2 |
| 2... 93 84 87 93 | 87 1/2 88 1/2 | 87 1/2 88 1/2 | 91 1/2 92 1/2 | 87 1/2 87 1/2 | 77 1/2 | 70 3/4 71 1/2 | 72 1/2 72 1/2 | 71 1/2 71 1/2 | 40 41 40 40 | 39 1/2 40 40 | 42 1/2 42 1/2 |
| 3... 93 84 87 93 | 88 1/2 88 1/2 | 88 1/2 88 1/2 | 92 1/2 92 1/2 | 87 1/2 87 1/2 | 80 | 71 1/2 72 1/2 | 73 1/2 73 1/2 | 72 1/2 72 1/2 | 40 1/2 40 1/2 | 40 1/2 40 1/2 | 43 1/2 43 1/2 |
| 4... 90 94 1/2 91 1/2 | 89 89 | 89 89 | 92 1/2 92 1/2 | 87 1/2 87 1/2 | 80 | 72 1/2 73 1/2 | 73 1/2 73 1/2 | 72 1/2 72 1/2 | 41 1/2 41 1/2 | 41 1/2 41 1/2 | 44 1/2 44 1/2 |
| 5... 90 94 1/2 91 1/2 | 89 89 | 89 89 | 92 1/2 92 1/2 | 87 1/2 87 1/2 | 81 | 73 1/2 74 1/2 | 74 1/2 74 1/2 | 73 1/2 73 1/2 | 41 1/2 41 1/2 | 41 1/2 41 1/2 | 44 1/2 44 1/2 |
| 6... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 74 1/2 75 1/2 | 75 1/2 75 1/2 | 74 1/2 74 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 7... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 75 1/2 76 1/2 | 76 1/2 76 1/2 | 75 1/2 75 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 8... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 76 1/2 77 1/2 | 77 1/2 77 1/2 | 76 1/2 76 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 9... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 77 1/2 78 1/2 | 78 1/2 78 1/2 | 77 1/2 77 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 10... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 78 1/2 79 1/2 | 79 1/2 79 1/2 | 78 1/2 78 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 11... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 79 1/2 80 1/2 | 80 1/2 80 1/2 | 79 1/2 79 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 12... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 80 1/2 81 1/2 | 81 1/2 81 1/2 | 80 1/2 80 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 13... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 81 1/2 82 1/2 | 82 1/2 82 1/2 | 81 1/2 81 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 14... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 82 1/2 83 1/2 | 83 1/2 83 1/2 | 82 1/2 82 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 15... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 83 1/2 84 1/2 | 84 1/2 84 1/2 | 83 1/2 83 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 16... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 84 1/2 85 1/2 | 85 1/2 85 1/2 | 84 1/2 84 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 17... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 85 1/2 86 1/2 | 86 1/2 86 1/2 | 85 1/2 85 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 18... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 86 1/2 87 1/2 | 87 1/2 87 1/2 | 86 1/2 86 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 19... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 87 1/2 88 1/2 | 88 1/2 88 1/2 | 87 1/2 87 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 20... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 88 1/2 89 1/2 | 89 1/2 89 1/2 | 88 1/2 88 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 21... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 89 1/2 90 1/2 | 90 1/2 90 1/2 | 89 1/2 89 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 22... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 90 1/2 91 1/2 | 91 1/2 91 1/2 | 90 1/2 90 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 23... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 91 1/2 92 1/2 | 92 1/2 92 1/2 | 91 1/2 91 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 24... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 92 1/2 93 1/2 | 93 1/2 93 1/2 | 92 1/2 92 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 25... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 93 1/2 94 1/2 | 94 1/2 94 1/2 | 93 1/2 93 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 26... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 94 1/2 95 1/2 | 95 1/2 95 1/2 | 94 1/2 94 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 27... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 95 1/2 96 1/2 | 96 1/2 96 1/2 | 95 1/2 95 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 28... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 96 1/2 97 1/2 | 97 1/2 97 1/2 | 96 1/2 96 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 29... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 97 1/2 98 1/2 | 98 1/2 98 1/2 | 97 1/2 97 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 30... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 98 1/2 99 1/2 | 99 1/2 99 1/2 | 98 1/2 98 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |
| 31... 95 97 98 94 | 89 1/2 89 1/2 | 89 1/2 89 1/2 | 93 1/2 93 1/2 | 88 88 | 82 | 99 1/2 100 1/2 | 100 1/2 100 1/2 | 99 1/2 99 1/2 | 42 1/2 42 1/2 | 42 1/2 42 1/2 | 44 1/2 44 1/2 |

*Inside figures for new. July Oats ranged at 42 1/2 to 45 1/2. No. 3 Rye ranged at 61 1/2 to 60c.

HIGHEST AND LOWEST CASH PRICES ON No. 2 WHEAT, CORN AND OATS AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | WHEAT. | | CORN. | | OATS. | |
|-------|----------------|-----------------|----------------|-----------------|-----------------|-----------------|
| | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. |
| 1913 | Jan. 1.15 | July .83 | Dec. .82 | Jan. .45 | July .51 | July .51 |
| 1912 | Mar. 1.25 1/2 | Nov. .84 | May. .85 | Dec. .45 | April. .59 | Aug. .59 |
| 1911 | Jan. 1.08 | July .80 1/2 | Nov. .77 | Jan. .43 1/2 | Dec. .49 1/2 | Feb. .49 1/2 |
| 1910 | Jan. 1.35 | June .82 | Jan. .68 | Dec. .44 | Jan. .50 | Oct. .50 |
| 1909 | June, 1.66 | Aug., 1.02 | May, .77 | ± Jan., .58 | May, .60 1/2 | Aug., .60 1/2 |
| 1908 | Dec., 1.10 | July, .89 | Sept., .81 1/2 | ± Jan., .54 1/2 | July, .57 | Oct., .57 |
| 1907 | Oct., 1.09 1/2 | Jan., .74 1/2 | Oct., .66 | Jan., .59 | Dec., .54 | Jan., .54 |
| 1906 | May, .99 1/2 | Aug., .68 1/2 | July, .54 1/2 | Dec., .39 1/2 | June, .40 1/2 | Feb., .40 1/2 |
| 1905 | Jan., 1.20 | Sept., .82 | July, .58 1/2 | Dec., .41 1/2 | July, .34 1/2 | ± Aug., .34 1/2 |
| 1904 | X Sept., 1.21 | Jan., .84 1/2 | Nov., .57 | Dec., .42 1/2 | Feb., .44 | Dec., .44 |
| 1903 | Dec., .94 | April, .69 1/2 | June, .55 | Mar., .38 1/2 | June, .54 | 3 Mar., .54 |
| 1902 | Jan., .82 1/2 | Aug., .63 | Jan., .69 1/2 | Dec., .40 1/2 | July, .59 | Aug., .59 |
| 1901 | Dec., .88 1/2 | July, .61 1/2 | Dec., .70 | Jan., .35 1/2 | Dec., .50 | Jan., .50 |
| 1900 | June, .86 1/2 | Jan., .66 1/2 | July, .45 | Jan., .31 1/2 | April, .26 1/2 | Aug., .26 1/2 |
| 1899 | May, .81 1/2 | Dec., .66 1/2 | Jan., .37 1/2 | Jan., .30 1/2 | ± Jan., .30 | ± July, .30 |
| 1898 | May, 1.40 | Aug., .64 | Dec., .37 1/2 | Jan., .25 1/2 | May, .33 1/2 | ± Aug., .33 1/2 |
| 1897 | ± April, 1.03 | June, .74 | Sept., .29 1/2 | Jan., .19 1/2 | Dec., .23 1/2 | Feb., .23 1/2 |
| 1896 | Dec., .98 1/2 | ± June, .52 1/2 | April, .27 1/2 | Sept., .17 1/2 | Dec., .20 | ± June, .20 |
| 1895 | June, .85 1/2 | Jan., .48 1/2 | May, .56 1/2 | Jan., .23 1/2 | Mar., .31 | Dec., .31 |
| 1894 | Jan., .60 1/2 | July, .47 1/2 | Aug., .53 1/2 | Jan., .31 1/2 | June, .59 | July, .59 |
| 1893 | May, .71 1/2 | July, .52 1/2 | May, .41 1/2 | Nov., .31 1/2 | ± Jan., .33 1/2 | Aug., .33 1/2 |
| 1892 | Feb., .94 1/2 | Dec., .54 1/2 | May, .50 1/2 | Mar., .34 1/2 | April, .37 | Oct., .37 |
| 1891 | April, 1.14 | July, .82 1/2 | April, .73 1/2 | Dec., .35 1/2 | Nov., .47 | Sept., .47 |
| 1890 | Aug., 1.01 1/2 | Feb., .74 1/2 | Nov., .55 1/2 | Feb., .25 1/2 | Jan., .26 | Jan., .26 |
| 1889 | Oct., .98 | July, .71 1/2 | July, .40 | Dec., .25 1/2 | May, .26 | 9 Oct., .26 |
| 1888 | Oct., 1.15 | July, .78 | Dec., .56 | Dec., .30 1/2 | Dec., .32 1/2 | ± July, .32 1/2 |
| 1887 | May, .39 1/2 | Sept., .67 1/2 | May, .49 1/2 | July, .32 | July, .34 | Aug., .34 |
| 1886 | Jan., .94 | Oct., .72 1/2 | Aug., .41 | June, .30 1/2 | 8 April, .39 | Nov., .39 |
| 1885 | May, 1.07 1/2 | Feb., .80 1/2 | May, .48 | Dec., .31 1/2 | Feb., .36 1/2 | Nov., .36 1/2 |
| 1884 | May, 1.19 | Nov., .73 1/2 | Sept., .58 1/2 | Dec., .32 1/2 | Mar., .44 | Aug., .44 |
| 1883 | June, 1.21 1/2 | Jan., .96 1/2 | Feb., .57 1/2 | Oct., .42 1/2 | May, .57 1/2 | Sept., .57 1/2 |
| 1882 | Jan., 1.45 1/2 | Jan., .90 1/2 | July, .82 | Dec., .43 1/2 | Dec., .48 1/2 | Jan., .48 1/2 |
| 1881 | Oct., 1.50 | Sept., .88 1/2 | Aug., .67 1/2 | Feb., .36 1/2 | Dec., .45 1/2 | Jan., .45 1/2 |
| 1880 | Jan., 1.36 1/2 | Jan., .90 1/2 | Nov., .45 | April, .30 1/2 | Jan., .37 1/2 | Aug., .37 1/2 |
| 1879 | Dec., 1.37 1/2 | Jan., .90 1/2 | Oct., .41 1/2 | Jan., .28 1/2 | Dec., .38 1/2 | Jan., .38 1/2 |
| 1878 | Feb., 1.28 | Oct., .79 1/2 | Jan., .45 | Nov., .28 | Jan., .28 1/2 | Sept., .28 1/2 |
| 1877 | April, 2.22 | Dec., 1.23 | May, .53 | Mar., .35 | May, .45 1/2 | Oct., .45 1/2 |
| 1876 | Jan., 1.60 | Sept., 1.13 1/2 | April, .48 1/2 | Jan., .37 | Aug., .40 | July, .40 |
| 1875 | Oct., 1.95 | Feb., 1.05 | April, .75 1/2 | Dec., .37 1/2 | April, .68 1/2 | Nov., .68 1/2 |
| 1874 | Jan., 2.09 | Nov., 1.03 | Oct., .83 | Jan., .52 | July, .65 1/2 | Jan., .65 1/2 |
| 1873 | Feb., 2.20 | July, 1.35 | Dec., .60 | Feb., .32 1/2 | Dec., .45 | Jan., .45 |
| 1872 | Jan., 1.70 | Jan., 1.54 | Jan., .43 1/2 | Dec., .28 | May, .46 | Sept., .46 |
| 1871 | Feb., 1.50 | July, 1.20 | July, .53 | Aug., .42 | July, .55 | Nov., .55 |
| 1870 | Mar., 2.10 | ± Jan., .95 | May, 1.03 | Dec., .42 | May, .61 | Sept., .61 |
| 1869 | Apr., 2.05 | Dec., .85 | July, .94 | May, .50 | July, .68 | Dec., .68 |
| 1868 | May, 2.85 | Nov., 1.60 | Oct., 1.03 | ± Nov., .75 | May, .81 | 1/2 Oct., .81 |
| 1867 | June, 3.50 | Aug., 1.95 | May, 1.14 | Jan., .70 | July, 1.00 | Aug., .70 |
| 1866 | July, 2.80 | Jan., 2.00 | Oct., 1.13 | Mar., .55 | Dec., .75 | Aug., .75 |
| 1865 | Aug., 2.40 | ± June, 1.45 | Jan., 1.42 1/2 | Nov., .60 | Jan., .96 | Oct., .96 |
| 1864 | Sept., 1.46 | △ Feb., 1.28 | Oct., 1.60 | Mar., .94 | Dec., 1.05 | Aug., 1.05 |
| 1863 | Oct., 1.17 | ● Jan., 1.00 | Dec., 1.30 | Jan., .50 | Dec., .99 | Aug., .99 |
| 1862 | Nov., 1.45 | Jan., .68 | Dec., .52 | Feb., .27 | Dec., .67 | Feb., .67 |
| 1861 | Dec., 1.55 | Dec., .68 | Jan., .44 | June, .18 | May, .34 | June, .34 |
| 1860 | Jan., 1.75 | ± Sept., .85 | May, .71 | Dec., .35 | ± Feb., .60 | Dec., .60 |
| 1859 | Feb., 1.25 | Aug., .63 | ± May, 1.00 | Nov., .46 | Feb., .80 | Aug., .80 |
| 1858 | Mar., 1.82 | Nov., .55 | Dec., .87 | ± Mar., .30 | Dec., .80 | May, .80 |
| 1857 | Apr., 1.50 | Oct., .65 | May, 1.00 | Dec., .33 | May, .81 | Sept., .81 |
| 1856 | May, 1.50 | Aug., .75 | R Jan., .50 | Mar., .32 | Dec., .55 | Mar., .55 |

Also in Oct.
 Aug.
 July.
 May.
 Dec.
 July.

Also in Aug.
 April.
 July.
 Mar.
 Aug.

Also in Nov.
 Sept.
 July.
 Aug.
 Feb.
 Dec.
 May.

Also in April.
 Mar.
 April.
 May.
 April.
 Feb.
 Mar.
 May.
 Mar.

Also in Sept.
 Aug.
 Sept.
 July.
 Nov.

Also in
 Aug.
 Sept.
 July.
 Nov.

**MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1913.**

| MONTH. | CEREAL. | MAY, 1913. | JULY, 1913. | SEPTEMBER, 1913. | DECEMBER, 1913. |
|----------------|------------|---------------|----------------|---------------------|--------------------|
| January..... | Wheat..... | 52½ @ 55½ | 57½ @ 59½ | 59 @ 58½ | ..... |
| | Corn..... | 47½ 52½ | 46½ 52½ | ..... | ..... |
| | Oats..... | 32½ 34½ | 30½ 35 | ..... | ..... |
| February..... | Wheat..... | 51½ 54½ | 55½ 59½ | 58 59½ | ..... |
| | Corn..... | 51 53½ | 52 54½ | 55½ 55½ | ..... |
| | Oats..... | 33½ 36½ | 34½ 35½ | ..... | ..... |
| March..... | Wheat..... | 57½ 59 | 58½ 59½ | 59½ 59½ | ..... |
| | Corn..... | 50½ 53½ | 52½ 54½ | 53½ 55½ | ..... |
| | Oats..... | 31½ 34 | 32½ 34½ | ..... | ..... |
| April..... | Wheat..... | 59½ 59½ | 59½ 59½ | 58 59½ | ..... |
| | Corn..... | 53½ 56½ | 54½ 56½ | 55½ 57½ | ..... |
| | Oats..... | 33½ 34½ | 33½ 34½ | ..... | ..... |
| May..... | Wheat..... | 59½ 59 | 58½ 59½ | 58½ 59½ | ..... |
| | Corn..... | 54½ 61 | 55 58½ | 55½ 58½ | ..... |
| | Oats..... | 34 39 | 34 37½ | ..... | ..... |
| June..... | Wheat..... | ..... | 58½ 59½ | 59½ 59½ | 59 @ 59½ |
| | Corn..... | ..... | 57½ 58½ | 57½ 58½ | 58 61½ |
| | Oats..... | ..... | 37½ 42½ | 37½ 44 | 41½ 44 |
| July..... | Wheat..... | ..... | 58½ 57½ | 58½ 59½ | 57½ 59½ |
| | Corn..... | ..... | 58½ 58½ | 59½ 57½ | 54½ 58½ |
| | Oats..... | ..... | ..... | 57½ 43½ | 40½ 43½ |
| August..... | Wheat..... | 54½ 57½ | ..... | 54½ 59½ | 59½ 59½ |
| | Corn..... | 57½ 73 | ..... | 58 77½ | 63½ 71 |
| | Oats..... | ..... | ..... | 40½ 48½ | 43 46½ |
| September..... | Wheat..... | 52½ 59 | ..... | 58½ 59½ | 59 54½ |
| | Corn..... | 72½ 77½ | ..... | 71½ 75½ | 70 75½ |
| | Oats..... | 45½ 49½ | ..... | 41½ 43½ | 42½ 47½ |
| October..... | Wheat..... | 57½ 54½ | ..... | ..... | 53½ 59½ |
| | Corn..... | 70 74 | ..... | ..... | 67½ 72 |
| | Oats..... | 41½ 46½ | ..... | ..... | 38½ 43½ |
| November..... | Wheat..... | 59 53½ | 58½ 57½ | ..... | 58½ 58½ |
| | Corn..... | 71 73½ | 70½ 72½ | ..... | 59 73½ |
| | Oats..... | 42 48½ | ..... | ..... | 39 40½ |
| December..... | Wheat..... | 59½ 58½ | 54½ 58½ | ..... | 56½ 59 |
| | Corn..... | 70 78½ | 69½ 72½ | ..... | 65½ 73½ |
| | Oats..... | 41½ 44½ | 40½ 42½ | ..... | 38½ 41 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 RED WHEAT AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-------------|-------------|-----------|-------------|-----------|-----------|
| 1913..... | 1 08 @ 1 15 | 1 00 @ 1 13 | 97 @ 1 12 | 1 04 @ 1 12 | 95 @ 1 12 | 93 @ 1 07 |
| 1912..... | 96 1 08 | 98 1 02 | 1 01 1 05 | 1 02 1 21 | 1 16 1 25 | 1 06 1 19 |
| 1911..... | 96 1 08 | 91 1 04 | 85 1 07 | 85 95 | 90 98 | 85 92 |
| 1910..... | 1 23 1 26 | 1 24 1 30 | 1 19 1 27 | 1 05 1 22 | 1 00 1 22 | 92 1 16 |
| 1909..... | 1 15 1 07 | 1 30 1 14 | 1 33 1 26 | 1 52 1 35 | 1 06 1 48 | 1 66 1 28 |
| 1908..... | 1 06 99 | 1 05 96 | 1 06 97 | 1 02 96 | 1 06 1 00 | 1 01 89 |
| 1907..... | 79 74 | 80 76 | 79 75 | 81 75 | 1 01 80 | 1 00 90 |
| 1906..... | 96 92 | 92 95 | 88 94 | 89 98 | 90 99 | 88 95 |
| 1905..... | 1 20 1 14 | 1 19 1 16 | 1 17 1 11 | 1 12 98 | 1 18 98 | 1 07 93 |
| 1904..... | 97 84 | 1 12 94 | 1 08 98 | 1 08 97 | 1 10 98 | 1 10 1 00 |
| 1903..... | 76 73 | 77 73 | 75 70 | 73 69 | 76 72 | 84 76 |
| 1902..... | 92 86 | 89 83 | 86 76 | 84 77 | 84 76 | 80 70 |
| 1901..... | 77 72 | 75 73 | 75 74 | 76 71 | 75 72 | 75 68 |
| 1900..... | 72 66 | 71 68 | 72 69 | 72 70 | 71 70 | 80 68 |
| 1899..... | 80 72 | 75 72 | 77 69 | 80 73 | 81 78 | 79 78 |
| 1898..... | 1 00 92 | 1 01 94 | 1 00 96 | 1 04 97 | 1 40 1 00 | 1 00 89 |
| 1897..... | 92 80 | 89 80 | 95 90 | 1 03 90 | 97 82 | 84 74 |
| 1896..... | 72 62 | 75 71 | 72 67 | 72 65 | 68 56 | 60 52 |
| 1895..... | 54 48 | 52 50 | 56 52 | 65 54 | 85 64 | 85 71 |
| 1894..... | 60 55 | 56 51 | 56 52 | 60 53 | 54 50 | 57 51 |
| 1893..... | 71 67 | 69 67 | 68 63 | 68 62 | 71 66 | 65 59 |
| 1892..... | 91 87 | 94 89 | 93 88 | 89 82 | 89 84 | 90 76 |
| 1891..... | 1 00 91 | 1 01 95 | 1 05 96 | 1 14 1 03 | 1 06 1 01 | 1 01 90 |
| 1890..... | 78 75 | 76 74 | 78 76 | 86 78 | 1 00 89 | 92 82 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 RED WHEAT AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-----------|-----------|------------|-----------|-----------|-----------|
| 1913..... | 83 @ 90 | 84 @ 92 | 90 @ 96 | 87 @ 97 | 89 @ 95 | 90 @ 97 |
| 1912..... | 96 1 15 | 98 1 12 | 95 1 10 | 1 03 1 13 | 94 1 09 | 1 00 1 10 |
| 1911..... | 80 1 08 | 85 91 | 88 1 00 | 98 1 02 | 92 99 | 94 1 00 |
| 1910..... | 1 02 1 14 | 99 1 08 | 97 1 05 | 95 1 04 | 92 99 | 94 1 02 |
| 1909..... | 1 50 1 05 | 1 11 1 02 | 1 05 1 22 | 1 17 1 29 | 1 14 1 27 | 1 16 1 22 |
| 1908..... | 98 89 | 97 91 | 1 06 97 | 1 06 1 00 | 1 09 1 07 | 1 10 1 06 |
| 1907..... | 96 87 | 91 81 | 1 01 89 | 1 06 96 | 99 96 | 99 96 |
| 1906..... | 82 71 | 72 68 | 76 69 | 77 74 | 76 74 | 74 73 |
| 1905..... | 95 89 | 88 82 | 90 82 | 95 85 | 96 90 | 96 90 |
| 1904..... | 1 15 91 | 1 14 91 | 1 21 91 | 1 08 91 | 1 12 91 | 1 13 91 |
| 1903..... | 84 77 | 85 79 | 88 84 | 91 88 | 90 85 | 94 89 |
| 1902..... | 81 65 | 68 63 | 68 66 | 72 67 | 71 69 | 75 69 |
| 1901..... | 70 61 | 74 66 | 72 70 | 73 70 | 80 72 | 88 81 |
| 1900..... | 80 71 | 78 68 | 77 73 | 75 69 | 72 69 | 72 69 |
| 1899..... | 75 69 | 72 67 | 73 68 | 72 69 | 70 65 | 70 66 |
| 1898..... | 79 64 | 78 64 | 70 65 | 72 65 | 71 67 | 72 68 |
| 1897..... | 79 65 | 1 02 79 | 1 01 92 | 1 01 93 | 99 94 | 1 02 95 |
| 1896..... | 59 52 | 64 58 | 63 56 | 60 58 | 61 57 | 78 68 |
| 1895..... | 71 63 | 68 60 | 64 58 | 65 61 | 63 60 | 70 61 |
| 1894..... | 55 47 | 52 47 | 51 47 | 49 48 | 52 49 | 52 51 |
| 1893..... | 63 52 | 60 54 | 64 59 | 62 57 | 59 54 | 60 56 |
| 1892..... | 80 75 | 74 69 | 70 67 | 70 64 | 68 65 | 68 64 |
| 1891..... | 89 82 | 1 03 84 | 97 91 | 96 91 | 95 91 | 95 91 |
| 1890..... | 98 85 | 1 01 87 | 1 00 95 | 1 00 96 | 99 86 | 96 91 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 HARD WHEAT
AT ST. LOUIS, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|------------|------------|------------|------------|------------|------------|
| 1913..... | 88 @ 97 | 89 @ 94 | 88 @ 92 | 90 @ 95½ | 88½ @ 97½ | 88 @ 97 |
| 1912..... | 98 1 12 | 1 00 1 08½ | 1 01 1 06 | 1 00 1 18 | 1 13 1 19½ | 1 05 1 17½ |
| 1911..... | 94 1 05 | 89 1 01 | 85 1 00 | 82 1 00 | 90 1 01½ | 87 1 00 |
| 1910..... | 1 09½ 1 19 | 1 08 1 18 | 1 08 1 16½ | 1 08 1 17 | 1 00 1 18½ | 96 1 10 |
| 1909..... | 1 08½ 1 02 | 1 17½ 1 04 | 1 21 1 11½ | 1 36 1 17½ | 1 40 1 30 | 1 50 1 20 |
| 1908..... | 1 06½ 94½ | 1 05 93 | 1 04½ 96 | 1 04½ 93½ | 1 07 96 | 1 03 93 |
| 1907..... | 79 70 | 78 73 | 77 72 | 79½ 72½ | 99 78½ | 1 00 89½ |
| 1906..... | 89½ 72½ | 85½ 78 | 86 76 | 90 76 | 89 79 | 84½ 79 |
| 1905..... | 1 15 1 10 | 1 17½ 1 12 | 1 14 1 05 | 1 07 89 | 1 09 89 | 1 06½ 1 00 |
| 1904..... | 84 74½ | 1 00 83 | 97 85 | 95 90 | 1 01 92 | 95 87 |
| 1903..... | 76 65 | 75 68 | 74 66 | 74½ 69 | 75 68½ | 82 74 |
| 1902..... | 86½ 77 | 81 75 | 78½ 71 | 80 70½ | 79½ 73 | 76½ 72 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 HARD WHEAT,
AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|------------|----------|------------|-------------|-------------|-------------|
| 1918..... | 83 @ 93½ | 84 @ 92½ | 85½ @ 95½ | 82 @ 94½ | 83½ @ 93½ | 85 @ 94½ |
| 1912..... | 91½ 1 15 | 89½ 1 00 | 89 97 | 89½ 97½ | 84 93 | 85½ 93½ |
| 1911..... | 81½ 97 | 85 1 02½ | 92 1 11½ | 98½ 1 14½ | 96 1 11 | 94½ 1 09 |
| 1910..... | 97 1 14½ | 97 1 08½ | 97½ 1 07½ | 90 1 06½ | 87½ 1 02 | 91½ 1 02½ |
| 1909..... | 1 30 1 05½ | 1 13½ 98 | 1 12 1 01 | 1 14½ 1 05½ | 1 14½ 1 02½ | 1 21 1 07½ |
| 1908..... | 1 06½ 90 | 1 00 91½ | 1 08 96 | 1 03 97 | 1 05 99 | 1 09½ 1 01½ |
| 1907..... | 96½ 88½ | 95 79 | 1 02 91 | 1 09 93 | 1 02½ 93 | 1 05½ 96 |
| 1906..... | 82 70½ | 73½ 67½ | 73 67½ | 76½ 70 | 76½ 71 | 75½ 70½ |
| 1905..... | 1 06 83 | 90½ 79 | 86½ 78½ | 89 81½ | 88½ 81½ | 87½ 82 |
| 1904..... | 99½ 89 | 1 11 90½ | 1 14 1 04 | 1 15 1 07 | 1 13 1 07 | 1 12½ 1 09 |
| 1903..... | 80½ 70 | 81 74 | 81½ 75 | 82 75 | 82 73 | 80 73 |
| 1902..... | 78½ 65 | 71 64 | 71½ 65 | 74 67 | 72½ 65 | 72½ 65 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR MAY
DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-------------|-------------|-------------|-------------|-------------|-----------|
| 1912..... | 92½ @ 95½ | 91½ @ 94½ | 87½ @ 92 | 89½ @ 93½ | 1 88½ @ 93 | ..... |
| 1912..... | 98 1 01½ | 98½ 1 02½ | 1 00½ 1 03½ | 99½ 1 16½ | 1 14½ 1 18½ | ..... |
| 1911..... | 96½ 1 03 | 98½ 1 07½ | 85½ 92½ | 88½ 94½ | 88½ 94½ | ..... |
| 1910..... | 1 08½ 1 15 | 1 09½ 1 14½ | 1 09½ 1 14½ | 1 02½ 1 12½ | 96½ 1 13½ | ..... |
| 1909..... | 1 05½ 1 08½ | 1 06½ 1 14½ | 1 10½ 1 16½ | 1 16½ 1 29½ | 1 28½ 1 39½ | ..... |
| 1908..... | 96½ 1 07½ | 92½ 1 01½ | 98½ 1 02½ | 90½ 97½ | 95½ 99½ | ..... |
| 1907..... | 74½ 78½ | 75½ 79½ | 74½ 77½ | 74½ 78½ | 76½ 80½ | ..... |
| 1906..... | 82½ 87½ | 79½ 83½ | 74½ 79½ | 74½ 80½ | 79½ 85½ | ..... |
| 1905..... | 1 12½ 1 20½ | 1 11½ 1 17½ | 1 08½ 1 14½ | 85½ 1 07½ | 88½ 1 01½ | ..... |
| 1904..... | 82½ 87½ | 85½ 1 02½ | 87½ 93½ | 89½ 96½ | 95½ 1 10½ | ..... |
| 1903..... | 73½ 77½ | 73½ 75½ | 65½ 72½ | 67½ 75½ | 69½ 75½ | 78½ @ 84½ |
| 1902..... | 73½ 81½ | 80½ 87½ | 75½ 84½ | 67½ 82½ | 76½ 81½ | ..... |
| 1901..... | 72½ 77½ | 73½ 74½ | 73½ 75½ | 69½ 75½ | 71½ 75½ | ..... |
| 1900..... | 67½ 72½ | 68½ 71½ | 68½ 71½ | 69½ 72½ | 69½ 71½ | ..... |
| 1899..... | 73½ 83½ | 74½ 79½ | 70½ 78½ | 74½ 80½ | 73½ 81½ | ..... |
| 1898..... | 92½ 1 01½ | 95½ 1 08½ | 98½ 1 02½ | 99½ 1 12½ | 1 01½ 1 10½ | ..... |
| 1897..... | 80 98 | 86½ 93½ | 85½ 90½ | 84½ 1 00 | 82 96 | ..... |
| 1896..... | 58½ 66½ | 63½ 70½ | 58½ 66½ | 55½ 64½ | 52 59 | ..... |
| 1895..... | 50 56½ | 50 52½ | 52½ 56½ | 54 64 | 54 63 | ..... |
| 1894..... | 60½ 64½ | 54½ 61½ | 54 58 | 53½ 61½ | 50½ 55½ | ..... |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR MAY
DELIVERY, FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|--------------|-------------|-------------|-------------|-------------|-------------|
| 1912..... | | 94½ @ 97½ | 92½ @ 99 | 87½ @ 94½ | 90 @ 93½ | 89½ @ 93½ |
| 1912..... | | 95½ 99½ | 94½ 97 | 95½ 1 00½ | 90½ 97 | 89½ 93½ |
| 1911..... | | 97½ 1 01½ | 98½ 1 04½ | 1 01½ 1 06½ | 98½ 1 01½ | 96½ 1 00½ |
| 1910..... | | 1 06½ 1 10½ | 1 03½ 1 09½ | 97½ 1 06½ | 94½ 98½ | 96½ 98½ |
| 1909..... | 1 05 @ 1 12½ | 97½ 1 06½ | 98½ 1 05½ | 1 04½ 1 09½ | 1 02½ 1 08½ | 1 06½ 1 14½ |
| 1908..... | | 97½ 1 02½ | 99½ 1 05½ | 1 01½ 1 05½ | 1 03½ 1 09½ | 1 04½ 1 11½ |
| 1907..... | | 92½ 1 01½ | 1 00½ 1 06½ | 1 02½ 1 11½ | 98½ 1 03½ | 99½ 1 07½ |
| 1906..... | | 74½ 79½ | 73½ 77½ | 75½ 78½ | 76½ 78½ | 75½ 78½ |
| 1905..... | | 81½ 85½ | 82½ 86½ | 84½ 91½ | 85½ 89½ | 85½ 89½ |
| 1904..... | | 94½ 1 18½ | 1 10½ 1 21½ | 1 11½ 1 18½ | 1 10½ 1 16½ | 1 10½ 1 19½ |
| 1903..... | 78½ 83½ | 83½ 88½ | 82½ 89½ | 81½ 84½ | 77½ 82½ | 80½ 84½ |
| 1902..... | | 87½ 71½ | 68½ 69½ | 69½ 71½ | 71½ 75½ | 73½ 77½ |
| 1901..... | | | 74½ 76½ | 73½ 75½ | 75½ 79½ | 79½ 87½ |
| 1900..... | | | 75½ 82½ | 74½ 81½ | 73½ 77½ | 72½ 74½ |
| 1899..... | | 74½ 79½ | 74½ 78½ | 73½ 79½ | 71½ 74½ | 70½ 73½ |
| 1898..... | | 65½ 68½ | 64½ 67½ | 65½ 72½ | 67½ 70½ | 67½ 75½ |
| 1897..... | | 82½ 1 04½ | 94½ 1 01½ | 93½ 1 00½ | 91½ 99½ | 91½ 98½ |
| 1896..... | | | 71½ 75½ | 74½ 82½ | 83½ 94½ | 87½ 94½ |
| 1895..... | | 67½ 75½ | 62½ 69½ | 64½ 68½ | 60½ 65½ | 57½ 64½ |
| 1894..... | | 58½ 61½ | 55½ 60½ | 53½ 56½ | 54½ 58½ | 54½ 58½ |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR JULY DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-------|----------|-----------|--------|--------|------|-------|
| 1861 | 90 | 86 | 88 | 86 | 85 | 84 |
| 1862 | 92 | 87 | 87 | 82 | 1.12 | 1.05 |
| 1863 | 93 | 91 | 87 | 82 | 1.05 | 1.13 |
| 1864 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1865 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1866 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1867 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1868 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1869 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1870 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1871 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1872 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1873 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1874 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1875 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1876 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1877 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1878 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1879 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1880 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1881 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1882 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1883 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1884 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1885 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1886 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1887 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1888 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1889 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1890 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1891 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1892 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1893 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1894 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1895 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1896 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1897 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1898 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1899 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1900 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR JULY DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-------|----------|-----------|--------|--------|------|-------|
| 1861 | 90 | 86 | 88 | 86 | 85 | 84 |
| 1862 | 92 | 87 | 87 | 82 | 1.12 | 1.05 |
| 1863 | 93 | 91 | 87 | 82 | 1.05 | 1.13 |
| 1864 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1865 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1866 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1867 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1868 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1869 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1870 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1871 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1872 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1873 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1874 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1875 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1876 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1877 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1878 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1879 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1880 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1881 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1882 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1883 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1884 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1885 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1886 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1887 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1888 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1889 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1890 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1891 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1892 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1893 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1894 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1895 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1896 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1897 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1898 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1899 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |
| 1900 | 93 | 91 | 87 | 82 | 1.04 | 1.03 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR SEPTEMBER DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|---------------|-----------------|-----------------|-----------------|-------------------|-------------------|
| 1913..... | | 86 1/2 89 1/2 | 86 1/2 88 1/2 | 86 1/2 90 1/2 | 85 1/2 90 1/2 | 86 1/2 91 1/2 |
| 1912..... | 91 1/2 94 1/2 | 92 1/2 94 1/2 | 93 1/2 96 1/2 | 91 1/2 1 00 1/2 | 1 01 1/2 1 10 1/2 | 1 02 1/2 1 06 1/2 |
| 1911..... | 90 1/2 95 1/2 | 86 1/2 91 1/2 | 85 1/2 88 1/2 | 88 1/2 85 1/2 | 84 1/2 87 1/2 | 84 1/2 89 1/2 |
| 1910..... | 95 1/2 96 1/2 | 96 1/2 1 02 1/2 | 98 1/2 1 06 1/2 | 96 1/2 1 05 1/2 | 89 1/2 1 02 1/2 | 87 1/2 1 00 1/2 |
| 1909..... | 92 1/2 96 1/2 | 93 1/2 98 1/2 | 95 1/2 99 1/2 | 98 1/2 1 08 1/2 | 1 02 1/2 1 10 1/2 | 1 05 1/2 1 09 1/2 |
| 1908..... | | 84 1/2 89 1/2 | 82 1/2 90 1/2 | 80 1/2 88 1/2 | 82 1/2 87 1/2 | 82 1/2 87 1/2 |
| 1907..... | | | | 79 1/2 88 1/2 | 81 1/2 1 00 1/2 | 88 1/2 97 1/2 |
| 1906..... | | | 74 1/2 76 1/2 | 74 1/2 77 1/2 | 75 1/2 82 1/2 | 78 1/2 82 1/2 |
| 1905..... | 90 1/2 92 1/2 | 91 1/2 94 1/2 | 81 1/2 91 1/2 | 77 1/2 82 1/2 | 77 1/2 88 1/2 | 77 1/2 86 1/2 |
| 1904..... | | | 79 1/2 87 1/2 | 78 1/2 82 1/2 | 79 1/2 82 1/2 | 79 1/2 88 1/2 |
| 1903..... | | | | 68 1/2 68 1/2 | 66 1/2 69 1/2 | 70 1/2 81 1/2 |
| 1902..... | | | | | 69 1/2 76 1/2 | 67 1/2 72 1/2 |
| 1901..... | | | | | 68 1/2 71 1/2 | 68 1/2 71 1/2 |
| 1900..... | | | | | 66 1/2 69 1/2 | 67 1/2 88 1/2 |
| 1899..... | | | | | 68 1/2 82 1/2 | 75 1/2 81 1/2 |
| 1898..... | | | 78 1/2 79 1/2 | 74 1/2 88 1/2 | 78 1/2 98 1/2 | 64 1/2 79 1/2 |
| 1897..... | | | | 67 1/2 78 1/2 | 68 1/2 77 1/2 | 65 1/2 69 1/2 |
| 1896..... | | | | | 56 1/2 62 1/2 | 55 1/2 61 1/2 |
| 1895..... | | | | | 59 1/2 82 1/2 | 69 1/2 81 1/2 |
| 1894..... | | | | | | 58 1/2 59 1/2 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR SEPTEMBER DELIVERY, FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-------------------|-----------------|-------------------|----------|-----------|-----------|
| 1913..... | 83 1/2 89 1/2 | 84 1/2 89 1/2 | 86 1/2 90 1/2 | | | |
| 1912..... | 91 1/2 1 04 1/2 | 90 1/2 95 1/2 | 90 1/2 92 1/2 | | | |
| 1911..... | 88 1/2 89 1/2 | 85 1/2 90 1/2 | 87 1/2 96 1/2 | | | |
| 1910..... | 95 1/2 1 07 1/2 | 97 1/2 1 02 1/2 | 95 1/2 98 1/2 | | | |
| 1909..... | 1 00 1/2 1 09 1/2 | 96 1/2 1 02 1/2 | 98 1/2 1 06 1/2 | | | |
| 1908..... | 84 1/2 90 1/2 | 89 1/2 95 1/2 | 95 1/2 1 02 1/2 | | | |
| 1907..... | 88 1/2 97 1/2 | 80 1/2 90 1/2 | 87 1/2 95 1/2 | | | |
| 1906..... | 71 1/2 79 1/2 | 66 1/2 71 1/2 | 68 1/2 72 1/2 | | | |
| 1905..... | 79 1/2 87 1/2 | 76 1/2 82 1/2 | 75 1/2 83 1/2 | | | |
| 1904..... | 80 1/2 90 1/2 | 88 1/2 1 12 1/2 | 1 06 1/2 1 19 1/2 | | | |
| 1903..... | 78 1/2 79 1/2 | 78 1/2 82 1/2 | 79 1/2 83 1/2 | | | |
| 1902..... | 65 1/2 75 1/2 | 61 1/2 67 1/2 | 63 1/2 66 1/2 | | | |
| 1901..... | 61 1/2 71 1/2 | 65 1/2 72 1/2 | 68 1/2 70 1/2 | | | |
| 1900..... | 71 1/2 81 1/2 | 68 1/2 72 1/2 | 71 1/2 77 1/2 | | | |
| 1899..... | 69 1/2 76 1/2 | 68 1/2 73 1/2 | 67 1/2 72 1/2 | | | |
| 1898..... | 63 1/2 70 1/2 | 62 1/2 69 1/2 | 63 1/2 69 1/2 | | | |
| 1897..... | 64 1/2 79 1/2 | 78 1/2 1 05 1/2 | 92 1/2 1 01 1/2 | | | |
| 1896..... | 58 1/2 59 1/2 | 55 1/2 62 1/2 | 56 1/2 67 1/2 | | | |
| 1895..... | 63 1/2 72 1/2 | 60 1/2 70 1/2 | 57 1/2 62 1/2 | | | |
| 1894..... | 48 1/2 55 1/2 | 48 1/2 52 1/2 | 47 1/2 51 1/2 | | | |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR JULY
DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-----------|-----------|-------------|-------------|-------------|-------------|
| 1913..... | 87½ ② 90½ | 88½ ② 90½ | 86½ ② 89½ | 86½ ② 90½ | 85½ ② 90½ | 85½ ② 90½ |
| 1912..... | 92½ 95½ | 93½ 96½ | 94½ 97½ | 92½ 1.12½ | 1.05½ 1.13½ | 1.03½ 1.08½ |
| 1911..... | 91½ 96½ | 85½ 92½ | 84½ 88½ | 82½ 85½ | 84½ 87½ | 83½ 89½ |
| 1910..... | 95½ 1.02½ | 99 1.06½ | 1.01½ 1.07½ | 97½ 1.07½ | 90½ 1.04½ | 89½ 96½ |
| 1909..... | 94½ 97½ | 95½ 1.03½ | 99 1.06½ | 1.08½ 1.14½ | 1.07½ 1.15½ | 1.09½ 1.16½ |
| 1908..... | 90 97½ | 85 91½ | 84½ 92½ | 80½ 86½ | 84½ 89½ | 83½ 88½ |
| 1907..... | 73½ 77½ | 75½ 78½ | 74½ 77½ | 76 81½ | 79½ 99½ | 86½ 96½ |
| 1906..... | 80½ 83½ | 78½ 82½ | 74½ 78½ | 74½ 78½ | 76½ 82½ | 76½ 82½ |
| 1905..... | 94½ 96½ | 94½ 98½ | 82½ 94½ | 78½ 84½ | 78½ 85½ | 77½ 86½ |
| 1904..... | 78½ 82½ | 78½ 94½ | 80½ 89½ | 80½ 84½ | 81½ 85½ | 82½ 88½ |
| 1903..... | 70½ 78½ | 70½ 72½ | 65½ 71½ | 65½ 67½ | 67½ 71½ | 71½ 87½ |
| 1902..... | 77½ 84½ | 74½ 78½ | 69½ 78½ | 69½ 77½ | 69½ 76½ | 68½ 73½ |
| 1901..... | 71½ 76½ | 72½ 78½ | 71½ 74½ | 68½ 73½ | 68½ 72½ | 62½ 72½ |
| 1900..... | 64½ 69½ | 64½ 69½ | 64½ 67½ | 65½ 68½ | 65½ 68½ | 67½ 87½ |
| 1899..... | 67½ 73½ | 68½ 72½ | 62½ 73½ | 69½ 75½ | 69½ 82½ | 73½ 81½ |
| 1898..... | 73½ 84½ | 80½ 89½ | 76½ 86½ | 77½ 93½ | 86½ 1.14½ | 66½ 89½ |
| 1897..... | 71½ 80½ | 69½ 72½ | 69½ 75½ | 69½ 82½ | 69½ 80½ | 66½ 71½ |
| 1896..... | 57½ 63½ | 61½ 66½ | 58½ 66½ | 58½ 65½ | 62½ 63½ | 51½ 60½ |
| 1895..... | 50½ 56½ | 50½ 53½ | 52½ 56½ | 53½ 58½ | 61½ 63½ | 69½ 82½ |
| 1894..... | 61½ 66½ | 56½ 62½ | 55½ 59½ | 54½ 63½ | 51½ 56½ | 52½ 58½ |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR JULY
DELIVERY, FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-------------|---------|------------|-----------|-----------|-----------|
| 1913..... | 81½ ② 87½ | ..... | ..... | 80½ ② 86½ | 85½ ② 87½ | 84½ ② 88½ |
| 1912..... | 93½ 1.05½ | ..... | ..... | 86½ 95½ | 85½ 95½ | 85½ 88½ |
| 1911..... | 81½ 87½ | ..... | ..... | 94½ 98½ | 91½ 94½ | 91½ 94½ |
| 1910..... | 94½ 1.06½ | ..... | ..... | 93½ 98½ | 91½ 93½ | 91½ 95½ |
| 1909..... | 1.03½ 1.20½ | ..... | ..... | 97½ 99½ | 94½ 97½ | 96½ 1.02½ |
| 1908..... | 84½ 90½ | ..... | ..... | 92½ 97½ | 95½ 1.00½ | 95½ 1.02½ |
| 1907..... | 87½ 95½ | ..... | ..... | 95½ 1.01½ | 92½ 95½ | 92½ 97½ |
| 1906..... | 69½ 76½ | ..... | ..... | ..... | 74½ 76½ | 74½ 76½ |
| 1905..... | 80½ 88½ | ..... | ..... | ..... | 80½ 83½ | 80½ 83½ |
| 1904..... | 52½ 1.00½ | ..... | ..... | 93½ 97½ | 95½ 97½ | 94½ 98½ |
| 1903..... | 74½ 79½ | ..... | ..... | ..... | 72½ 75½ | 72½ 75½ |
| 1902..... | 64½ 75½ | ..... | ..... | ..... | ..... | 70½ 73½ |
| 1901..... | 60½ 70½ | ..... | ..... | ..... | ..... | ..... |
| 1900..... | 71½ 79½ | ..... | ..... | ..... | ..... | ..... |
| 1899..... | 69½ 75½ | ..... | ..... | ..... | ..... | 68½ 69½ |
| 1898..... | 64½ 75½ | ..... | ..... | ..... | ..... | 63½ 69½ |
| 1897..... | 65½ 79½ | ..... | ..... | ..... | ..... | 80½ 83½ |
| 1896..... | 52½ 58½ | ..... | ..... | ..... | ..... | 72½ 79½ |
| 1895..... | 62½ 71½ | ..... | ..... | ..... | ..... | ..... |
| 1894..... | 47½ 56½ | ..... | ..... | ..... | ..... | ..... |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR SEPTEMBER DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-----------|-----------|-----------|-----------|-------------|-------------|
| 1913..... | | 88½ @ 89½ | 86½ @ 88½ | 86 @ 90½ | 85½ @ 90½ | 86½ @ 91½ |
| 1912..... | 91½ @ 94½ | 92½ 94½ | 93½ 96½ | 91½ 1 00½ | 1 01½ 1 10½ | 1 02½ 1 06½ |
| 1911..... | 90½ 95 | 86½ 91½ | 85 88½ | 85½ 88½ | 84½ 87½ | 84½ 89½ |
| 1910..... | 95 96½ | 95 1 02 | 98½ 1 06½ | 96½ 1 05½ | 89½ 1 02½ | 87½ 1 00½ |
| 1909..... | 92½ 96 | 92½ 98½ | 95½ 99½ | 96½ 1 06½ | 1 02½ 1 10½ | 1 08½ 1 09½ |
| 1908..... | | 84 89 | 82½ 90 | 80 82½ | 82 87½ | 82½ 87½ |
| 1907..... | | | | 79½ 82½ | 81½ 1 00½ | 88½ 97½ |
| 1906..... | | | 74½ 76 | 74½ 77½ | 75½ 82 | 78 82½ |
| 1905..... | 90 98½ | 91½ 94½ | 81½ 91½ | 77½ 82½ | 77½ 85½ | 77½ 86½ |
| 1904..... | | | 79½ 87½ | 78½ 82 | 79½ 82½ | 79½ 88½ |
| 1903..... | | | | 65½ 68 | 66½ 69½ | 70 81½ |
| 1902..... | | | | | 69½ 76 | 67½ 72½ |
| 1901..... | | | | | 68½ 71½ | 68½ 71½ |
| 1900..... | | | | | 66½ 69½ | 67½ 88½ |
| 1899..... | | | | | 68½ 82½ | 75 81½ |
| 1898..... | | | 73½ 79½ | 74½ 82½ | 78½ 98½ | 64½ 79½ |
| 1897..... | | | | 67 78½ | 68½ 77½ | 68½ 69 |
| 1896..... | | | | | 56½ 62½ | 58½ 61½ |
| 1895..... | | | | | 59½ 82½ | 69½ 81½ |
| 1894..... | | | | | | 58½ 59½ |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR SEPTEMBER DELIVERY, FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-------------|-----------|------------|----------|-----------|-----------|
| 1913..... | 83½ @ 88½ | 84½ @ 89½ | 86½ @ 90½ | | | |
| 1912..... | 91½ 1 04½ | 90½ 95½ | 90½ 92½ | | | |
| 1911..... | 83½ 89½ | 86 90½ | 87½ 96 | | | |
| 1910..... | 95½ 1 07 | 97 1 02 | 95½ 98½ | | | |
| 1909..... | 1 00½ 1 09½ | 96½ 1 02 | 98½ 1 08 | | | |
| 1908..... | 84½ 90½ | 89 95½ | 95½ 1 02½ | | | |
| 1907..... | 88 97½ | 80½ 90½ | 87 95½ | | | |
| 1906..... | 71½ 79 | 66½ 71½ | 66½ 72½ | | | |
| 1905..... | 79½ 87½ | 76½ 82½ | 75½ 83½ | | | |
| 1904..... | 80½ 90 | 88½ 1 12½ | 1 06½ 1 19 | | | |
| 1903..... | 73½ 79½ | 78½ 82½ | 79½ 83½ | | | |
| 1902..... | 65½ 75½ | 61½ 67½ | 63½ 66½ | | | |
| 1901..... | 61½ 71 | 65½ 73½ | 68½ 70½ | | | |
| 1900..... | 71½ 81 | 68½ 73½ | 71 77½ | | | |
| 1899..... | 69½ 76½ | 68½ 73½ | 67½ 72½ | | | |
| 1898..... | 63 70½ | 62½ 69½ | 63½ 69½ | | | |
| 1897..... | 64½ 79½ | 78½ 1 05 | 92½ 1 01 | | | |
| 1896..... | 53½ 59½ | 55½ 62½ | 56 67½ | | | |
| 1895..... | 63 72 | 60 70 | 57 62½ | | | |
| 1894..... | 48½ 55½ | 48½ 53½ | 47½ 51½ | | | |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR
DECEMBER DELIVERY, FOR A SERIES OF YEARS.**

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|----------|-----------|--------|----------|------------|-------------|
| 1913..... | | | | | | 90 @ 93½ |
| 1912..... | | | | | | 1 04½ 1 07½ |
| 1911..... | | | | | | 86½ 91½ |
| 1910..... | | | | | 91 @ 1 01½ | 89½ 1 00½ |
| 1909..... | | | | | 1 02 1 10½ | 1 05 1 10½ |
| 1908..... | | | | | | 85 87½ |
| 1907..... | | | | | 97 1 01½ | 92 99½ |
| 1906..... | | | | | | 79½ 83½ |
| 1905..... | | | | | | 81½ 87½ |
| 1904..... | | | | | 82 82½ | 81½ 84½ |
| 1903..... | | | | | | 78½ 81½ |
| 1902..... | | | | | | 70 74½ |
| 1901..... | | | | | | |
| 1900..... | | | | | | |
| 1899..... | | | | | | 76½ 80½ |
| 1898..... | | | | 75½ @ 88 | | 69½ 78½ |
| 1897..... | | | | | 70½ 80½ | 67½ 71½ |
| 1896..... | | | | | | |
| 1895..... | | | | | | |
| 1894..... | | | | | | |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR
DECEMBER DELIVERY, FOR A SERIES OF YEARS.**

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|------------|-------------|-------------|-------------|-------------|-------------|
| 1913..... | 87½ @ 91½ | 89½ @ 92½ | 89 @ 94½ | 83½ @ 90½ | 85½ @ 88½ | 86½ @ 90 |
| 1912..... | 94½ 1 06½ | 92 95½ | 90½ 93 | 91½ 96½ | 84½ 91½ | 85½ 91½ |
| 1911..... | 87½ 92½ | 91 95½ | 92½ 99 | 96½ 1 02 | 93½ 96½ | 92½ 95½ |
| 1910..... | 97½ 1 09½ | 1 01½ 1 05½ | 97½ 1 03½ | 91½ 1 00½ | 88½ 93½ | 91½ 96½ |
| 1909..... | 1 02 1 09½ | 94½ 1 03½ | 95½ 1 03½ | 1 01½ 1 09½ | 1 02½ 1 09½ | 1 07½ 1 12½ |
| 1908..... | 87½ 93½ | 91½ 97½ | 95½ 1 02½ | 98½ 1 02 | 99½ 1 04½ | 1 02½ 1 07½ |
| 1907..... | 92½ 1 00½ | 85½ 95½ | 94½ 99½ | 92½ 1 05½ | 88½ 95½ | 93½ 1 06½ |
| 1906..... | 74½ 81½ | 69½ 75½ | 69½ 73½ | 71½ 74½ | 71½ 73½ | 74½ 71½ |
| 1905..... | 79½ 88½ | 78½ 84½ | 78½ 83½ | 81½ 87½ | 81½ 86½ | 81½ 86½ |
| 1904..... | 82 91½ | 90½ 1 15½ | 1 07½ 1 20½ | 1 11½ 1 18½ | 1 07½ 1 15½ | 1 07½ 1 14½ |
| 1903..... | 74½ 81½ | 80½ 86½ | 80½ 87½ | 81½ 91½ | 85½ 91½ | 89½ 95½ |
| 1902..... | 67½ 76½ | 63½ 68½ | 65½ 67½ | 66½ 71½ | 67½ 69½ | 67½ 73½ |
| 1901..... | 64 73½ | 69 76½ | 70½ 73 | 69½ 72½ | 71½ 77½ | 77½ 82½ |
| 1900..... | 74½ 80½ | 71½ 76½ | 72½ 80 | 69½ 77½ | 73½ 78½ | 68½ 76½ |
| 1899..... | 72½ 78½ | 71½ 76½ | 70½ 74½ | 69½ 75½ | 67 70 | 66½ 62½ |
| 1898..... | 63½ 71½ | 62½ 67½ | 62 66½ | 64½ 73½ | 68 72 | 68½ 79½ |
| 1897..... | 66½ 79½ | 78 1 05 | 92½ 1 01½ | 94½ 1 04½ | 95½ 1 01½ | 95½ 1 04½ |
| 1896..... | | 59½ 65½ | 59½ 71½ | 69½ 82½ | 76½ 91½ | 87½ 93½ |
| 1895..... | 67½ 74½ | 62½ 72½ | 58½ 65½ | 59½ 65½ | 55½ 60½ | 53 63½ |
| 1894..... | 51½ 59½ | 52½ 57½ | 49½ 54½ | 48½ 51½ | 49½ 53 | 51 50½ |

HIGHEST AND LOWEST CASH PRICES ON No. 2 CORN AT ST. LOUIS FOR A SERIES OF YEARS.

| Year | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|------|---------|-----------------|-------------|-------------|---------|---------|-------------|-----------------|---------|-------------|-------------|---------|
| 1913 | 45 @ 51 | 47 1/2 @ 50 1/2 | 49 @ 54 1/2 | 54 @ 60 1/2 | 56 @ 61 | 57 @ 64 | 61 1/2 @ 66 | 69 1/2 @ 75 1/2 | 72 @ 78 | 69 @ 74 1/2 | 73 1/2 @ 77 | 65 @ 82 |
| 1912 | 68 1/2 | 67 1/2 | 68 1/2 | 75 1/2 | 79 | 72 1/2 | 77 1/2 | 71 1/2 | 68 1/2 | 62 | 70 1/2 | 45 1/2 |
| 1911 | 44 | 47 1/2 | 45 1/2 | 47 1/2 | 55 | 53 1/2 | 61 | 68 1/2 | 63 1/2 | 68 | 71 | 77 1/2 |
| 1910 | 63 | 68 | 65 | 64 1/2 | 66 1/2 | 62 | 59 | 67 1/2 | 59 | 54 | 46 | 50 1/2 |
| 1909 | 61 1/2 | 65 | 61 | 67 | 73 | 75 1/2 | 71 1/2 | 69 | 64 | 63 1/2 | 59 | 58 |
| 1908 | 57 1/2 | 54 1/2 | 59 | 64 1/2 | 68 | 73 1/2 | 74 1/2 | 76 1/2 | 81 1/2 | 77 | 63 1/2 | 63 1/2 |
| 1907 | 43 1/2 | 49 | 54 1/2 | 61 1/2 | 65 1/2 | 70 1/2 | 61 1/2 | 60 | 53 1/2 | 59 | 56 1/2 | 51 1/2 |
| 1906 | 43 1/2 | 42 1/2 | 45 1/2 | 48 | 53 1/2 | 48 | 54 1/2 | 51 | 46 1/2 | 47 1/2 | 46 | 45 |
| 1905 | 45 | 41 1/2 | 44 1/2 | 40 1/2 | 51 | 56 1/2 | 51 1/2 | 51 1/2 | 54 1/2 | 51 1/2 | 51 1/2 | 41 1/2 |
| 1904 | 45 1/2 | 43 1/2 | 44 1/2 | 48 1/2 | 51 | 56 1/2 | 51 1/2 | 51 1/2 | 54 1/2 | 51 1/2 | 51 1/2 | 41 1/2 |
| 1903 | 44 1/2 | 43 1/2 | 44 1/2 | 48 1/2 | 51 | 56 1/2 | 51 1/2 | 51 1/2 | 54 1/2 | 51 1/2 | 51 1/2 | 41 1/2 |
| 1902 | 44 1/2 | 43 1/2 | 44 1/2 | 48 1/2 | 51 | 56 1/2 | 51 1/2 | 51 1/2 | 54 1/2 | 51 1/2 | 51 1/2 | 41 1/2 |
| 1901 | 37 1/2 | 35 1/2 | 38 1/2 | 38 1/2 | 40 | 41 1/2 | 41 1/2 | 43 1/2 | 43 1/2 | 43 1/2 | 43 1/2 | 40 1/2 |
| 1900 | 37 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| 1899 | 37 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| 1898 | 37 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| 1897 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1896 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1895 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1894 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1893 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1892 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1891 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |
| 1890 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 25 1/2 |

MONTHLY RANGE OF PRICES OF No. 2 CORN FOR MAY DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1913..... | 47½@52½ | 51 @53½ | 50½@53½ | 53½@56½ | 54½@61 | 57½@59½ | 64½@68 | 67½@73 | 72½@77½ | 70 @74 | 71 @73½ | 70 @73½ |
| 1912..... | 64½ 69½ | 65½ 72 | 71½ 77½ | 76½ 83½ | 80½ 85 | 83½ 88 | 84½ 88 | 81½ 87½ | 84½ 89½ | 80 82 | 85½ 90 | 84½ 89½ |
| 1911..... | 47½ 49½ | 45½ 49½ | 45½ 48½ | 45½ 51½ | 51 54 | 53½ 58 | 54½ 58 | 53½ 57½ | 54½ 58½ | 50 54 | 52½ 56½ | 51½ 55½ |
| 1910..... | 66½ 70½ | 65½ 68½ | 62 66½ | 63 68½ | 67½ 71 | 69½ 73 | 64½ 68 | 63½ 67½ | 65½ 69½ | 58½ 62½ | 61½ 65½ | 60½ 64½ |
| 1909..... | 59½ 61½ | 61½ 63½ | 64 68 | 61½ 65½ | 71 75 | 67½ 71 | 64½ 68 | 63½ 67½ | 65½ 69½ | 58½ 62½ | 61½ 65½ | 60½ 64½ |
| 1908..... | 56½ 58½ | 55½ 58½ | 57½ 64 | 62½ 65½ | 65½ 68 | 67½ 71 | 64½ 68 | 63½ 67½ | 65½ 69½ | 58½ 62½ | 61½ 65½ | 60½ 64½ |
| 1907..... | 41½ 44½ | 43½ 45½ | 43 46½ | 43½ 48½ | 47 54 | 50½ 53½ | 57½ 61½ | 50½ 57½ | 54½ 59½ | 51½ 56½ | 51½ 56½ | 52½ 57½ |
| 1906..... | 42½ 43½ | 40½ 43 | 40½ 42½ | 41½ 46½ | 46½ 49½ | 47 54 | 50½ 53½ | 42 46½ | 40½ 43 | 41 44½ | 41½ 44½ | 41½ 44½ |
| 1905..... | 42½ 43½ | 43½ 45½ | 44½ 49½ | 44½ 49½ | 45½ 51 | 47 54 | 50½ 53½ | 42 46½ | 40½ 43 | 41 44½ | 41½ 44½ | 41½ 44½ |
| 1904..... | 44 47 | 41½ 42½ | 38½ 42½ | 39 40½ | 38½ 42½ | 40½ 44½ | 49½ 51½ | 48½ 51½ | 46½ 50½ | 43 47½ | 43½ 45½ | 42½ 44 |
| 1903..... | 39½ 42½ | 38½ 41½ | 38½ 42½ | 39 40½ | 38½ 42½ | 40½ 44½ | 49½ 51½ | 48½ 51½ | 46½ 50½ | 43 47½ | 43½ 45½ | 42½ 44 |
| 1902..... | 60½ 70½ | 58½ 66½ | 57 63 | 57½ 65½ | 59½ 64½ | 61½ 66½ | 64½ 68 | 63½ 67½ | 65½ 69½ | 58½ 62½ | 61½ 65½ | 60½ 64½ |
| 1901..... | 35½ 38 | 37½ 39½ | 38½ 43 | 39½ 45½ | 42 45½ | 44½ 48 | 49½ 51½ | 48½ 51½ | 46½ 50½ | 43 47½ | 43½ 45½ | 42½ 44 |
| 1900..... | 31½ 34½ | 31½ 34½ | 33½ 37½ | 37½ 41 | 36½ 44 | 38½ 42 | 49½ 51½ | 48½ 51½ | 46½ 50½ | 43 47½ | 43½ 45½ | 42½ 44 |
| 1899..... | 35 37½ | 33½ 36½ | 33½ 37½ | 37½ 41 | 36½ 44 | 38½ 42 | 49½ 51½ | 48½ 51½ | 46½ 50½ | 43 47½ | 43½ 45½ | 42½ 44 |
| 1898..... | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ | 26½ 27½ |
| 1897..... | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 | 21½ 23 |
| 1896..... | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ | 25 27½ |
| 1895..... | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ | 39½ 45½ |
| 1894..... | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ | 34½ 38½ |

MONTHLY RANGE OF PRICES OF NO. 2 CORN FOR JULY DELIVERY
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|--------|--------|--------|--------|------|--------|--------|--------|--------|--------|--------|--------|
| 1913 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1912 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1911 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1910 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1909 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1908 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1907 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1906 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1905 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1904 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1903 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1902 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1901 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1900 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1899 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1898 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1897 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1896 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1895 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |
| 1894 | 49 1/2 | 52 1/2 | 52 1/2 | 54 1/2 | 55 | 57 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 | 59 1/2 |

MONTHLY RANGE OF PRICES OF No. 2 CORN FOR SEPTEMBER DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|----------|---------|---------|-----------|---------|---------|---------|---------|---------|------|------|------|
| 1912 | 50 @53½ | 53½@55½ | 53½@55½ | 55½@57½ | 55½@58½ | 57½@61½ | 59½@67½ | 68 @77½ | 71½@78½ | | | |
| 1913 | 64½ @60½ | 67½ 71½ | 70½ 74½ | 72½ 75½ | 71½ 76½ | 70½ 73½ | 69½ 72½ | 68½ 71½ | 67½ 73½ | | | |
| 1914 | 50½ 51½ | 49½ 51½ | 49½ 50½ | 49½ 50½ | 51½ 54½ | 53½ 57½ | 53½ 56½ | 53½ 56½ | 52½ 58½ | | | |
| 1915 | 67½ 68½ | 65½ 67½ | 64½ 66½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | | | |
| 1916 | 60½ 62½ | 62 64½ | 64½ 66½ | 64½ 66½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | 61½ 64½ | | | |
| 1917 | | | | 50 63 | 61 64½ | 63½ 69½ | 69½ 76½ | 71½ 77½ | 75½ 80 | | | |
| 1918 | | | | 48½ 49½ | 49½ 54½ | 50½ 53½ | 49½ 54½ | 51½ 57½ | 58 65 | | | |
| 1919 | | | | 42½ 45½ | 44½ 48½ | 47½ 53½ | 48½ 54½ | 45½ 49½ | 44½ 48½ | | | |
| 1920 | | | | 40-50½@5½ | 45½ 47½ | 46½ 47½ | 46½ 47½ | 49½ 54½ | 49 52½ | | | |
| 1921 | | | | 50½ 52½ | 40½ 43 | 45 51 | 47½ 52½ | 49½ 54½ | 45½ 48½ | | | |
| 1922 | | | | 57 60 | 56½ 59½ | 54½ 57½ | 48½ 51½ | 44½ 50½ | 54½ 59 | | | |
| 1923 | | | | 53 63½ | 49 53½ | 41½ 44½ | 44½ 50½ | 44½ 50½ | 54½ 59 | | | |
| 1924 | | | | 36½ 37½ | 36½ 37½ | 37 43½ | 38½ 44½ | 35½ 40 | 38 40½ | | | |
| 1925 | | | | 34 35½ | 32 34½ | 32½ 34½ | 30½ 33½ | 29½ 31½ | 29½ 32½ | | | |
| 1926 | | | | 20½ 24½ | 35½ 36½ | 30½ 34½ | 30½ 34½ | 29½ 31½ | 28½ 29½ | | | |
| 1927 | | | | 24½ 25½ | 23½ 24½ | 23½ 24½ | 23½ 24½ | 24½ 25½ | 25 26½ | | | |
| 1928 | | | | 24½ 25½ | 23½ 24½ | 23½ 24½ | 23½ 24½ | 24½ 25½ | 25 26½ | | | |
| 1929 | | | | 44 48 | 27½ 29½ | 25½ 27½ | 26½ 28½ | 25½ 27½ | 26 28½ | | | |
| 1930 | | | | | 47½ 56½ | 44½ 52½ | 39½ 44½ | 33½ 40½ | 26 33½ | | | |
| 1931 | | | | | 36½ 38½ | 36½ 40½ | 39 44 | 43½ 47½ | 50 57 | | | |
| 1932 | | | | | | | | | | | | |
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| 2047 | | | | | | | | | | | | |
| 2048 | | | | | | | | | | | | |
| 2049 | | | | | | | | | | | | |
| 2050 | | | | | | | | | | | | |

MONTHLY RANGE OF PRICES OF No. 2 CORN FOR DECEMBER DELIVERY.
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|-------|-------|-------|--------|-------|---------|---------|---------|---------|---------|---------|---------|
| 1913..... | | | | | | 55 @61½ | 54½@63½ | 63½@71 | 70 @75½ | 67½@72 | 69 @73½ | 65½@73½ |
| 1912..... | | | | | | 59½ 61½ | 53½ 61 | 50½ 56½ | 49½ 52½ | 49½ 51½ | 44½ 45½ | 43½ 47½ |
| 1911..... | | | | | | 61 61 | 59½ 60½ | 60½ 63½ | 61½ 63½ | 63½ 65 | 61½ 66 | 63½ 68½ |
| 1910..... | | | | | | 54 57½ | 55½ 63½ | 55½ 61½ | 47½ 56½ | 44½ 45½ | 40 45½ | 44 49 |
| 1909..... | | | | | | 55½ 57½ | 53½ 63½ | 49½ 55½ | 55½ 60 | 55½ 58½ | 56½ 59 | 57½ 64½ |
| 1908..... | | | | | | 53½ 57½ | 57½ 61 | 58½ 62½ | 61½ 66½ | 59½ 63½ | 58½ 61½ | 56½ 60½ |
| 1907..... | | | | | | 48 50½ | 49½ 53½ | 48½ 55 | 51½ 57½ | 52½ 60½ | 48½ 53½ | 50½ 54 |
| 1906..... | | | | | | 44½ 47 | 43½ 47 | 40½ 45½ | 39½ 41½ | 39½ 41½ | 39½ 41½ | 37½ 41½ |
| 1905..... | | | | | | 41½ 43½ | 43½ 44½ | 40½ 43½ | 41½ 42½ | 41 44½ | 40½ 44½ | 40 42½ |
| 1904..... | | | | | | 41½ 43½ | 44½ 44½ | 44½ 51½ | 46½ 50 | 44 47½ | 44½ 46½ | 41½ 44½ |
| 1903..... | | | | | | 40½ 43½ | 36½ 44½ | 47 49½ | 43 43½ | 39½ 42½ | 38½ 41½ | 33½ 50½ |
| 1902..... | | | | | | | | 55½ 58½ | 59½ 59½ | 59½ 61½ | 58½ 60½ | 54½ 68 |
| 1901..... | | | | | | | | 56½ 64½ | 58½ 62½ | 55½ 59½ | 55½ 58 | 54½ 68 |
| 1900..... | | | | | | | | 51½ 55½ | 52½ 54½ | 53½ 56½ | 55½ 58 | 54½ 68 |
| 1899..... | | | | | | | | 28½ 35½ | 28½ 34½ | 28½ 30½ | 28½ 31½ | 29 31½ |
| 1898..... | | | | | | | | 26½ 27½ | 26½ 28½ | 28½ 30½ | 28½ 31½ | 29 31½ |
| 1897..... | | | | | | | | 27½ 31½ | 27½ 29½ | 28½ 32½ | 28½ 33½ | 29 31½ |
| 1896..... | | | | | | | | 26½ 32½ | 26½ 31½ | 28½ 32½ | 28½ 33½ | 29 31½ |
| 1895..... | | | | | | | | 20½ 24 | 19 21 | 21½ 24½ | 21½ 25½ | 21½ 27½ |
| 1894..... | | | | | | | | 23½ 25½ | 23½ 24½ | 23½ 24½ | 24½ 25½ | 23½ 27½ |
| 1893..... | | | | | | | | 25½ 30 | 24 25½ | 24½ 25½ | 24½ 27½ | 23½ 27½ |

HIGHEST AND LOWEST CASH PRICES ON No. 2 OATS AT ST. LOUIS FOR A SERIES OF YEARS.

| Year | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. |
|------|--------|--------|--------|-------------|--------|-------------|--------|-------------|-----------------|--------|--------|-----------------|
| 1913 | 33 3/4 | 33 3/4 | 33 3/4 | 32 1/4 @ 35 | 35 | 37 1/4 @ 43 | 32 | 39 1/4 @ 44 | 41 1/4 @ 44 1/4 | 39 | 39 | 39 1/4 @ 41 1/4 |
| 1912 | 38 1/4 | 38 1/4 | 38 1/4 | 35 1/4 | 35 1/4 | 39 1/4 | 32 1/4 | 38 1/4 | 38 1/4 | 38 1/4 | 38 1/4 | 38 1/4 |
| 1911 | 31 1/4 | 30 1/4 | 30 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1910 | 31 1/4 | 30 1/4 | 30 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1909 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1908 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1907 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1906 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1905 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1904 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1903 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1902 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1901 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1900 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1899 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1898 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1897 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1896 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1895 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1894 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1893 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1892 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1891 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |
| 1890 | 32 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 34 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 | 31 1/4 |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR MAY DELIVERY,
FOR A SERIES OF YEARS

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|-----------------|-----------------|---------------|-----------------|---------------|-------|---------------|-----------------|-----------------|-----------------|---------------|-----------------|
| 1913..... | 33 1/2 @ 34 1/2 | 33 1/2 @ 36 1/2 | 31 1/2 @ 34 | 33 1/2 @ 34 1/2 | 34 @ 40 | ..... | ..... | 33 1/2 @ 34 1/2 | 45 1/2 @ 49 1/2 | 41 1/2 @ 46 1/2 | 42 @ 43 1/2 | 41 1/2 @ 44 1/2 |
| 1912..... | 49 1/2 53 | 52 1/2 53 1/2 | 52 1/2 53 1/2 | 54 1/2 58 1/2 | 52 1/2 57 | ..... | ..... | 33 1/2 34 1/2 | 33 1/2 34 1/2 | 33 1/2 34 1/2 | 31 1/2 33 1/2 | 31 1/2 33 1/2 |
| 1911..... | 32 1/2 34 1/2 | 30 1/2 32 1/2 | 29 1/2 31 1/2 | 29 1/2 32 1/2 | 31 1/2 35 1/2 | ..... | ..... | 47 1/2 50 1/2 | 47 1/2 50 1/2 | 49 1/2 50 1/2 | 46 1/2 50 1/2 | 47 1/2 49 1/2 |
| 1910..... | 45 1/2 49 | 45 1/2 49 | 42 1/2 47 | 40 1/2 43 | 37 1/2 43 1/2 | ..... | ..... | 34 38 | 34 38 | 32 35 | 43 1/2 45 1/2 | 33 1/2 34 1/2 |
| 1909..... | 50 51 | 51 1/2 54 1/2 | 53 1/2 56 1/2 | 52 1/2 54 1/2 | 54 58 1/2 | ..... | ..... | 37 1/2 40 | 40 42 1/2 | 41 1/2 42 1/2 | 41 1/2 43 | 43 45 1/2 |
| 1908..... | 49 52 1/2 | 48 1/2 51 1/2 | 49 1/2 53 | 47 50 1/2 | 47 1/2 52 | ..... | ..... | 46 1/2 51 1/2 | 50 1/2 53 1/2 | 48 1/2 51 1/2 | 45 1/2 49 1/2 | 45 1/2 53 1/2 |
| 1907..... | 35 1/2 38 1/2 | 38 1/2 41 1/2 | 38 1/2 41 1/2 | 39 1/2 42 | 42 47 | ..... | 40 @ 42 | 42 1/2 48 1/2 | 49 1/2 52 1/2 | 47 50 1/2 | 47 1/2 50 1/2 | 50 52 1/2 |
| 1906..... | 30 1/2 32 1/2 | 29 1/2 30 1/2 | 27 1/2 30 1/2 | 28 1/2 32 1/2 | 32 35 | ..... | ..... | 33 1/2 35 1/2 | 33 1/2 35 1/2 | 34 36 1/2 | 34 1/2 36 1/2 | 34 1/2 36 1/2 |
| 1905..... | 30 1/2 31 1/2 | 30 1/2 31 1/2 | 27 1/2 28 1/2 | 27 1/2 28 1/2 | 27 1/2 31 | ..... | ..... | 33 1/2 35 1/2 | 33 1/2 35 1/2 | 31 32 1/2 | 31 1/2 32 1/2 | 31 1/2 32 1/2 |
| 1904..... | 38 1/2 41 1/2 | 41 1/2 44 1/2 | 38 1/2 41 1/2 | 37 1/2 41 1/2 | 40 42 | ..... | ..... | 35 37 1/2 | 33 1/2 35 1/2 | 31 1/2 33 1/2 | 31 1/2 33 1/2 | 31 1/2 33 1/2 |
| 1903..... | 33 1/2 37 1/2 | 35 38 1/2 | 30 1/2 33 1/2 | 32 1/2 34 | 33 36 | ..... | ..... | 35 1/2 37 1/2 | 36 1/2 39 1/2 | 36 38 | 35 37 | 37 38 1/2 |
| 1902..... | 41 1/2 45 1/2 | 42 1/2 46 1/2 | 40 1/2 45 1/2 | 42 44 1/2 | 41 1/2 43 1/2 | ..... | ..... | 38 1/2 41 1/2 | 38 1/2 40 1/2 | 39 40 1/2 | 40 1/2 42 1/2 | 37 38 1/2 |
| 1901..... | 25 1/2 28 1/2 | 25 28 1/2 | 25 1/2 28 1/2 | 25 1/2 28 1/2 | 28 1/2 30 1/2 | ..... | ..... | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 24 1/2 26 1/2 | 24 1/2 26 1/2 | 24 1/2 26 1/2 |
| 1900..... | 24 25 1/2 | 24 26 1/2 | 24 25 1/2 | 24 1/2 26 1/2 | 25 28 1/2 | ..... | 21 1/2 22 1/2 | 21 1/2 22 1/2 | 22 1/2 24 1/2 | 24 1/2 26 1/2 | 24 1/2 26 1/2 | 24 1/2 26 1/2 |
| 1899..... | 27 1/2 29 1/2 | 26 1/2 28 1/2 | 26 1/2 28 1/2 | 27 1/2 29 1/2 | 28 32 1/2 | ..... | ..... | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 24 1/2 26 1/2 | 24 1/2 26 1/2 | 24 1/2 26 1/2 |
| 1898..... | 23 1/2 24 1/2 | 24 1/2 25 1/2 | 25 1/2 26 1/2 | 26 1/2 27 1/2 | 28 32 1/2 | ..... | ..... | 20 23 1/2 | 21 1/2 22 1/2 | 21 1/2 22 1/2 | 21 1/2 22 1/2 | 22 1/2 24 1/2 |
| 1897..... | 16 1/2 20 1/2 | 17 1/2 19 1/2 | 17 1/2 18 1/2 | 18 1/2 19 1/2 | 19 20 1/2 | ..... | 17 1/2 21 1/2 | 19 20 1/2 | 19 20 1/2 | 20 21 1/2 | 20 21 1/2 | 20 21 1/2 |
| 1896..... | 19 1/2 21 1/2 | 20 1/2 22 1/2 | 19 1/2 20 1/2 | 17 1/2 19 1/2 | 17 18 1/2 | ..... | 20 1/2 22 1/2 | 21 1/2 23 1/2 | 21 1/2 23 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 |
| 1895..... | 26 1/2 31 1/2 | 29 1/2 34 1/2 | 29 1/2 34 1/2 | 29 1/2 34 1/2 | 29 30 1/2 | ..... | 20 1/2 22 1/2 | 21 1/2 23 1/2 | 21 1/2 23 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 |
| 1894..... | 29 1/2 31 1/2 | 29 1/2 31 1/2 | 30 1/2 32 1/2 | 31 1/2 33 1/2 | 33 1/2 36 1/2 | ..... | 25 1/2 28 1/2 | 26 1/2 29 1/2 | 26 1/2 29 1/2 | 27 1/2 30 1/2 | 27 1/2 30 1/2 | 27 1/2 30 1/2 |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR JULY DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|---------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|------|-------|------|------|-----------------|
| 1913 | 33 1/2 @ 35 | 34 1/2 @ 35 1/2 | 32 1/2 @ 31 1/2 | 33 1/2 @ 34 1/2 | 34 @ 37 1/2 | 37 1/2 @ 42 1/2 | 37 1/2 @ 49 | | | | | 40 1/2 @ 42 1/2 |
| 1912 | 43 1/2 40 1/2 | 40 1/2 41 1/2 | 47 1/2 50 | 49 1/2 54 1/2 | 47 1/2 54 1/2 | 49 1/2 51 1/2 | 39 1/2 47 | | | | | 33 1/2 33 1/2 |
| 1911 | 43 1/2 41 1/2 | 43 1/2 41 1/2 | 41 1/2 41 1/2 | 39 1/2 40 1/2 | 31 1/2 35 1/2 | 33 1/2 43 1/2 | 39 1/2 47 | | | | | |
| 1910 | 45 1/2 40 | 45 1/2 43 1/2 | 45 1/2 49 1/2 | 48 1/2 49 1/2 | 35 1/2 39 1/2 | 34 1/2 37 1/2 | 38 38 1/2 | | | | | |
| 1909 | 45 1/2 40 | 45 1/2 43 1/2 | 44 46 1/2 | 49 1/2 49 1/2 | 49 1/2 52 1/2 | 48 1/2 51 1/2 | 43 1/2 47 1/2 | | | | | |
| 1908 | 32 1/2 35 1/2 | 35 1/2 38 1/2 | 35 30 1/2 | 35 1/2 39 1/2 | 39 1/2 45 | 43 45 1/2 | 45 53 | | | | | 44 1/2 @ 47 |
| 1907 | 32 1/2 35 1/2 | 35 1/2 38 1/2 | 35 30 1/2 | 35 1/2 39 1/2 | 39 1/2 45 | 43 45 1/2 | 45 53 | | | | | |
| 1906 | 32 1/2 35 1/2 | 35 1/2 38 1/2 | 35 30 1/2 | 35 1/2 39 1/2 | 39 1/2 45 | 43 45 1/2 | 45 53 | | | | | |
| 1905 | 32 1/2 35 1/2 | 35 1/2 38 1/2 | 35 30 1/2 | 35 1/2 39 1/2 | 39 1/2 45 | 43 45 1/2 | 45 53 | | | | | |
| 1904 | 34 35 1/2 | 30 1/2 32 1/2 | 28 1/2 29 1/2 | 27 28 1/2 | 30 1/2 34 1/2 | 34 39 | 34 1/2 37 1/2 | | | | | |
| 1903 | 34 35 1/2 | 30 1/2 32 1/2 | 28 1/2 29 1/2 | 27 28 1/2 | 30 1/2 34 1/2 | 34 39 | 34 1/2 37 1/2 | | | | | |
| 1902 | 37 41 | 30 1/2 32 1/2 | 28 1/2 29 1/2 | 27 28 1/2 | 30 1/2 34 1/2 | 34 39 | 34 1/2 37 1/2 | | | | | |
| 1901 | 37 41 | 30 1/2 32 1/2 | 28 1/2 29 1/2 | 27 28 1/2 | 30 1/2 34 1/2 | 34 39 | 34 1/2 37 1/2 | | | | | |
| 1900 | 25 1/2 26 1/2 | 24 1/2 26 | 22 1/2 23 1/2 | 23 1/2 24 1/2 | 23 1/2 24 1/2 | 23 1/2 24 1/2 | 23 1/2 24 1/2 | | | | | |
| 1899 | 25 1/2 26 1/2 | 24 1/2 26 | 22 1/2 23 1/2 | 23 1/2 24 1/2 | 23 1/2 24 1/2 | 23 1/2 24 1/2 | 23 1/2 24 1/2 | | | | | |
| 1898 | 20 23 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | 22 1/2 24 1/2 | | | | | |
| 1897 | 18 1/2 | 18 1/2 19 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | | | | | |
| 1896 | 18 1/2 | 18 1/2 19 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | | | | | |
| 1895 | 18 1/2 | 18 1/2 19 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | | | | | |
| 1894 | 18 1/2 | 18 1/2 19 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | 17 1/2 18 1/2 | | | | | |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR SEPTEMBER DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------|------|------|
| 1912..... | | | 40% @ 42% 29% 30% | 41% @ 44% 29% 30% | 40% @ 45% 30% 35% | 37% @ 44% 38% 45% | 37% @ 43% 31% 38% | 40% @ 43% 39% 43% | 41% @ 43% 31% 33% | | | |
| 1911..... | | | 29% 30% | 30% 35% | 30% 35% | 35% 45% | 30% 47% | 40% 43% | 42% 47% | | | |
| 1910..... | | | 38% 41 | 34% 38% | 34% 38% | 33% 38% | 35% 37% | 30% 35% | 30% 35% | | | |
| 1909..... | | | 38% 41 | 41% 45% | 41% 45% | 41% 43% | 37% 42% | 35% 38% | 37% 40% | | | |
| 1908..... | | | | 38% 41 | 38% 40% | 34% 39% | 39% 45% | 43% 48% | 47% 50% | | | |
| 1907..... | | | | 28% 30% | 29% 33% | 35% 38% | 30% 36% | 39% 46% | 46% 50% | | | |
| 1906..... | | 37% @ 28% 27% 29 | | 28% 30% | 29% 33% | 35% 38% | 31% 36% | 39% 46% | 46% 50% | | | |
| 1905..... | | | | 29% 30% | 29% 33% | 35% 38% | 31% 36% | 39% 46% | 46% 50% | | | |
| 1904..... | | | | 29% 30% | 29% 33% | 35% 38% | 31% 36% | 39% 46% | 46% 50% | | | |
| 1903..... | | | | 29% 30% | 29% 33% | 35% 38% | 31% 36% | 39% 46% | 46% 50% | | | |
| 1902..... | | | | 28% 32 | 28% 30% | 31% 34% | 31% 34% | 32% 36 | 33% 37 | | | |
| 1901..... | | | | 25% 27% | 25% 27% | 27% 31% | 27% 31% | 28% 32% | 28% 32% | | | |
| 1900..... | | | | 21% 23% | 21% 23% | 21% 24% | 21% 24% | 21% 24% | 21% 24% | | | |
| 1899..... | | | | 20% 22% | 20% 22% | 20% 22% | 20% 22% | 20% 22% | 20% 24 | | | |
| 1898..... | | | | 21% 24% | 21% 24% | 21% 24% | 21% 24% | 21% 24% | 20% 24 | | | |
| 1897..... | | | | 17% 19% | 17% 19% | 17% 19% | 17% 19% | 17% 19% | 19% 20% | | | |
| 1896..... | | | | | 35% 31% | 23% 24% | 16% 18% | 16% 18% | 16% 17% | | | |
| 1895..... | | | | | 35% 31% | 23% 24% | 16% 18% | 16% 18% | 16% 17% | | | |
| 1894..... | | | | | 35% 31% | 23% 24% | 16% 18% | 16% 18% | 16% 17% | | | |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR DECEMBER DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|------|------|------|--------|------|--------|---------|---------|---------|---------|---------|---------|
| 1913 | | | | | | 41½@44 | 39½@43½ | 43 @46¾ | 42½@47½ | 38¼@43¼ | 39 @40¼ | 39½@41 |
| 1912 | | | | | | 37 46½ | 33½ 38 | 43 35¼ | 41¼ 32¼ | 31¼ 33 | 30¼ 31¼ | 31¼ 32¼ |
| 1911 | | | | | | | 32½ 39½ | 43 40¼ | 46 47½ | 46¼ 48¼ | 46¼ 48¼ | 47 49¼ |
| 1910 | | | | | | | 37½ 38½ | 34¼ 37½ | 31¼ 34¼ | 29½ 32 | 31½ 38¼ | 31¼ 32¼ |
| 1909 | | | | | | | 37½ 41¼ | 33¼ 38¼ | 37½ 40¼ | 38¼ 40¼ | 38¼ 39¼ | 39½ 44¼ |
| 1908 | | | | | | | 38 40½ | 33½ 43½ | 46 50½ | 46 48¼ | 46¼ 49¼ | 47¼ 50 |
| 1907 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1906 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1905 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1904 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1903 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1902 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1901 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1900 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1899 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1898 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1897 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1896 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1895 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |
| 1894 | | | | | | | 38 37 | 31½ 37½ | 47½ 51¼ | 46 53¼ | 44 47 | 46 50¼ |

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS, EAST ST. LOUIS AND VENICE DURING THE YEAR 1913.

| 1913. | RED WINTER WHEAT. | | | | PACIFIC COAST WHEAT. | | | | HARD WINTER WHEAT. | | | | SPRING WHEAT. | | | | White Spring Wheat. | | | | MIXED WHEAT. | | | | Greenings, Etc. | Durum and Macaroni. | Sample Grade Wheat. | Total Cars. | | | | |
|----------------|-------------------|-------|-------|-----|----------------------|----------------------|----------------------|----------------------|------------------------|------------------------|-----|-------|---------------|-----|---|-----|---------------------|---|-----|-----|---|-----|----|-----|-----------------|---------------------|---------------------|-------------|-------|-------|-------|--------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 2 | 3 | 4 | Sample Grade | 2 Pacific Red Wheat. | 3 Pacific Red Wheat. | 4 Pacific Red Wheat. | 2 Pacific White Wheat. | 3 Pacific White Wheat. | 1 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | | | | | | | | | |
| CARS BY RAIL. | 1 | 2 | 3 | 4 | Sample Grade | 2 Pacific Red Wheat. | 3 Pacific Red Wheat. | 4 Pacific Red Wheat. | 2 Pacific White Wheat. | 3 Pacific White Wheat. | 1 | 2 | 3 | 4 | 2 <td>3</td> <td>4</td> <td>2<td>3</td><td>4</td><td>2<td>3</td><td>4</td><td></td><td></td><td></td></td></td> | 3 | 4 | 2 <td>3</td> <td>4</td> <td>2<td>3</td><td>4</td><td></td><td></td><td></td></td> | 3 | 4 | 2 <td>3</td> <td>4</td> <td></td> <td></td> <td></td> | 3 | 4 | | | | | | | | | |
| MONTHS. | 1 | 2 | 3 | 4 | Sample Grade | 2 Pacific Red Wheat. | 3 Pacific Red Wheat. | 4 Pacific Red Wheat. | 2 Pacific White Wheat. | 3 Pacific White Wheat. | 1 | 2 | 3 | 4 | 2 <td>3</td> <td>4</td> <td>2<td>3</td><td>4</td><td>2<td>3</td><td>4</td><td></td><td></td><td></td></td></td> | 3 | 4 | 2 <td>3</td> <td>4</td> <td>2<td>3</td><td>4</td><td></td><td></td><td></td></td> | 3 | 4 | 2 <td>3</td> <td>4</td> <td></td> <td></td> <td></td> | 3 | 4 | | | | | | | | | |
| January..... | 4 | 834 | 194 | 68 | 7 | 8 | 9 | 4 | 7 | 8 | 61 | 799 | 161 | 2 | 1 | 9 | 52 | 40 | 1 | 8 | ... | 6 | 2 | ... | 32 | 86 | 11 | 8 | 282 | 27 | 2,096 | |
| February..... | 5 | 155 | 131 | 96 | 8 | 9 | 10 | 5 | 9 | 10 | 59 | 880 | 156 | 12 | 18 | 33 | 33 | 16 | 9 | 2 | 28 | 2 | 27 | 45 | 17 | 6 | 108 | 25 | 1,773 | | | |
| March..... | 2 | 155 | 102 | 37 | 7 | 8 | 9 | 4 | 1 | 2 | 45 | 422 | 61 | 5 | 8 | 18 | 18 | 92 | ... | 1 | ... | ... | 24 | 9 | 4 | 12 | 23 | 24 | 1,063 | | | |
| April..... | 2 | 126 | 71 | 88 | 8 | ... | ... | ... | 1 | ... | 55 | 312 | 73 | 12 | 4 | 16 | 52 | ... | ... | ... | ... | 23 | 17 | 10 | 21 | 8 | 17 | 8 | 17 | 867 | | |
| May..... | 3 | 182 | 70 | 30 | 6 | ... | ... | ... | ... | ... | 50 | 508 | 98 | 9 | 2 | 2 | 8 | ... | ... | ... | ... | 1 | 6 | 11 | 14 | 7 | 12 | 2 | 24 | 1,045 | | |
| June..... | 3 | 99 | 61 | 13 | 8 | ... | ... | ... | ... | ... | 67 | 364 | 61 | 10 | ... | 10 | 8 | ... | ... | ... | ... | 4 | 1 | 84 | 28 | 6 | 13 | 8 | 25 | 804 | | |
| July..... | 247 | 2,681 | 614 | 157 | 67 | ... | ... | ... | ... | ... | 147 | 353 | 85 | 10 | ... | 1 | ... | ... | ... | ... | ... | ... | 25 | 5 | 1 | 2 | 5 | 4 | 65 | 54 | 4,449 | |
| August..... | 104 | 1,690 | 268 | 104 | 25 | ... | ... | ... | ... | ... | 176 | 704 | 190 | 28 | ... | 1 | ... | ... | ... | ... | ... | ... | 22 | 117 | 15 | 2 | 5 | 4 | 65 | 54 | 3,416 | |
| September..... | 25 | 493 | 85 | 32 | 7 | ... | ... | ... | ... | ... | 82 | 459 | 88 | 22 | ... | 1 | 2 | ... | ... | ... | ... | 5 | 3 | 53 | 28 | 4 | 7 | 42 | 35 | 1,446 | | |
| October..... | 12 | 883 | 41 | 25 | 22 | ... | ... | ... | ... | ... | 63 | 644 | 108 | 28 | 2 | 20 | 11 | 1 | ... | ... | ... | 1 | 5 | 1 | 47 | 7 | 14 | 101 | 84 | 1,621 | | |
| November..... | 15 | 495 | 61 | 16 | 26 | ... | ... | ... | ... | ... | 63 | 582 | 133 | 21 | 2 | 35 | 15 | 11 | ... | ... | ... | 5 | 7 | ... | 45 | 15 | 2 | 20 | 140 | 58 | 1,788 | |
| December..... | 11 | 278 | 36 | 11 | 10 | ... | ... | ... | ... | ... | 45 | 720 | 140 | 19 | ... | 25 | 15 | 4 | 3 | 8 | ... | 1 | 9 | 1 | ... | 48 | 12 | 5 | 26 | 94 | 18 | 1,564 |
| Totals | 428 | 8,941 | 1,729 | 567 | 196 | 5 | 21 | 4 | 9 | 4 | 912 | 6,747 | 1,349 | 178 | 5 | 118 | 174 | 229 | 7 | 9 | 3 | 13 | 70 | 8 | 35 | 481 | 226 | 65 | 171 | 757 | 451 | 21,912 |

SACK WHEAT INSPECTED.

| Sacks. | No. 1 Red Winter. | No. 2 " " " " | No. 3 " " " " | No. 4 " " " " | No. 1 Hard Winter. | No. 2 " " " " | No. 3 " " " " | No. 4 " " " " | No. 2 Pacific Coast White Wheat. | Total Sacks. |
|--------------------------------------|-------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------------------------|--------------|
| | | | | | | | | | | |
| Sacks. | 4,578 | 156,474 | 45,098 | 15,083 | 820 | 1,152 | 110 | 80 | 400 | |
| No. 1 Red Winter..... | 4,578 | | | | | | | | | |
| No. 2 " " " "..... | | 156,474 | | | | | | | | |
| No. 3 " " " "..... | | | 45,098 | | | | | | | |
| No. 4 " " " "..... | | | | 15,083 | | | | | | |
| No. 1 Hard Winter..... | | | | | 820 | | | | | |
| No. 2 " " " "..... | | | | | | 1,152 | | | | |
| No. 3 " " " "..... | | | | | | | 110 | | | |
| No. 4 " " " "..... | | | | | | | | 80 | | |
| No. 2 Pacific Coast White Wheat..... | | | | | | | | | 400 | |
| Total Sacks..... | | | | | | | | | | 238,496 |

| Sacks. | No. 8 Pacific Coast White Wheat. | Sample Grade Wheat. | Wheat Screenings.... | No. 2 Mixed Wheat. | No. 3 " " " " | No. 2 White Winter Wheat. | Total Sacks. |
|--------------------------------------|----------------------------------|---------------------|----------------------|--------------------|---------------|---------------------------|--------------|
| | | | | | | | |
| Sacks. | 1,800 | 6,163 | 1,141 | 1,978 | 1,247 | 1,436 | |
| No. 8 Pacific Coast White Wheat..... | 1,800 | | | | | | |
| Sample Grade Wheat..... | | 6,163 | | | | | |
| Wheat Screenings.... | | | 1,141 | | | | |
| No. 2 Mixed Wheat..... | | | | 1,978 | | | |
| No. 3 " " " "..... | | | | | 1,247 | | |
| No. 2 White Winter Wheat..... | | | | | | 1,436 | |
| Total Sacks..... | | | | | | | 238,496 |

GRAIN INSPECTION.
REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1913.

| 1913. CARS BY RAIL. MONTHS. | | CORN. | | | | | | | | | | | | OATS. | | | | | | | | | | | | RYE. | | | | Total Cars. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|-----|--------|----|-----|-----|---------|-----|-----|-----|--------|---|----|-------|-------------|----|-----|----|-------------|-----|----|----|---------------|----|---|----|--------|----|---|---|----------------|----|------------|----|---|---|---------------|---|---|---|-------------|---|---|---|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | White. | | | | Yellow. | | | | Mixed. | | | | HRC. Chaff. | | | | HRC. Chaff. | | | | Sample Grade. | | | | Color. | | | | | | Screening. | | | | Sample Grade. | | | | Total Cars. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | 2 3 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | | | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| January..... | 269 | 148 | 23 | 256 | 248 | 72 | 260 | 818 | 127 | 11 | 3 | 12 | 1,776 | 295 | 67 | 275 | 97 | 161 | 189 | 25 | 12 | 49 | 32 | 4 | 20 | 895 | 20 | 5 | 1 | 25 | 11 | 4 | 17 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

SACKS OF CORN, OATS AND RYE INSPECTED.

| No. 2 Corn | Sacks | | No. 2 Rye | Sacks | | No. 2 Barley | Sacks | | Total Sacks | Kern and Malze: | |
|-----------------------------------|--------|--------|------------------------|-------|-------|--------------------------|-------|-------|-------------|-----------------|-------|
| | Corn | Sacks | | Corn | Sacks | | Corn | Sacks | | Corn | Sacks |
| No. 2 Corn..... | 1,884 | 1,884 | No. 2 Rye..... | 407 | 407 | No. 2 Barley..... | 460 | 460 | 854 | 746 | 806 |
| No. 3 Corn..... | 1,178 | 1,178 | No. 3 Rye..... | 108 | 108 | No. 3 Barley..... | 20 | 20 | 198 | 21 | 21 |
| No. 4 Corn..... | 235 | 235 | No. 4 Rye..... | 20 | 20 | Sample Grade Barley..... | 7,947 | 7,947 | 689 | 729 | 736 |
| No. 2 Yellow Corn..... | 2,293 | 2,293 | No. 2 Red Oats..... | 4,137 | 4,137 | Total Sacks..... | 1,638 | 1,638 | 25,864 | | |
| No. 2 St. Charles White Corn..... | 1,775 | 1,775 | No. 3 Red Oats..... | 1,638 | 1,638 | | | | | | |
| Sample Grade Corn..... | 1,880 | 1,880 | No. 4 Red Oats..... | 1,028 | 1,028 | | | | | | |
| Kafir Corn..... | 508 | 508 | Sample Grade Oats..... | 1,028 | 1,028 | | | | | | |
| No. 2 Oats..... | 1,246 | 1,246 | | | | | | | | | |
| Inspections—West Side..... | 9,881 | 9,881 | | | | | | | | | |
| “ East Side..... | 8,896 | 8,896 | | | | | | | | | |
| Total..... | 17,485 | 17,485 | | | | | | | | | |

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1913.

| CITIES. | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley, bushels. | Total bushels. |
|-----------------------------|--------------------|-------------------|-------------------|------------------|---------------------|-------------------|
| St. Louis..... | 31,258,471 | 22,189,045 | 24,363,480 | 432,734 | 2,254,964 | 80,498,694 |
| Chicago..... | 50,372,000 | 127,773,000 | 124,405,000 | 3,075,000 | 31,663,000 | 337,288,000 |
| New York..... | 52,979,500 | 10,704,275 | 20,382,300 | 739,175 | 6,194,725 | 90,999,975 |
| Buffalo..... | 116,349,000 | 34,892,500 | 30,123,750 | 1,154,750 | 18,562,500 | 201,082,500 |
| Minneapolis.. | 111,267,660 | 8,189,080 | 24,562,020 | 5,652,260 | 35,579,420 | 185,250,340 |
| Peoria..... | 1,932,901 | 17,782,368 | 10,973,496 | 623,500 | 3,261,828 | 34,574,093 |
| Baltimore..... | 28,469,370 | 21,308,087 | 5,791,129 | 1,580,657 | 150,572 | 57,299,815 |
| Kansas City.. | 33,870,000 | 21,928,750 | 10,174,500 | 458,700 | 364,000 | 66,795,950 |
| Philadelphia.. | 22,649,387 | 3,421,462 | 9,233,531 | 125,840 | 547,800 | 35,978,020 |
| Milwaukee.... | 7,372,650 | 13,140,280 | 15,972,900 | 3,081,100 | 19,897,700 | 59,464,630 |
| Toledo..... | 5,587,000 | 4,448,400 | 4,604,400 | 83,000 | 11,000 | 14,733,800 |
| Boston..... | 23,150,244 | 4,112,819 | 4,354,044 | 247,839 | 263,850 | 32,128,796 |
| Duluth and Superior..... | 81,168,109 | 542,962 | 14,207,926 | 1,453,609 | 15,188,111 | 112,560,717 |
| Cincinnati.... | 3,783,613 | 7,797,910 | 8,213,319 | 628,974 | 729,496 | 21,153,312 |
| New Orleans.. | 14,049,000 | 4,429,000 | 3,086,068 | ..... | ..... | 21,564,068 |
| Montreal..... | 41,105,231 | 193,401 | 11,627,270 | 245,249 | 5,870,514 | 59,041,665 |
| Detroit..... | 1,732,000 | 2,712,000 | 2,692,000 | 350,000 | 43,000 | 7,529,000 |
| Cleveland.... | 4,198,917 | 2,828,481 | 6,154,025 | 48,705 | 383,339 | 13,613,467 |
| Indianapolis.. | 2,880,000 | 15,338,000 | 5,816,000 | 30,000 | 1,000 | 24,065,000 |
| Galveston.... | 14,269,200 | 66,569 | 170,000 | ..... | ..... | 14,505,769 |
| San Francisco | 7,390,615 | 134,527 | 17,050,088 | 42,050 | 5,852,166 | 30,469,446 |
| Omaha..... | 20,313,600 | 31,111,200 | 16,384,200 | 328,900 | 436,800 | 68,574,700 |
| St. Joseph.... | 3,410,000 | 6,451,200 | 1,474,200 | ..... | ..... | 11,335,400 |
| Portland, Ore. | 23,072,400 | 157,500 | 4,528,800 | 55,200 | 3,465,450 | 31,279,150 |

AGGREGATE RECEIPTS OF GRAIN AT THE CITIES NAMED
FOR FOUR YEARS.

| CITIES. | 1910. | 1911. | 1912. | 1913. |
|------------------------|-------------|-------------|-------------|-------------|
| St. Louis..... | 67,149,123 | 68,582,097 | 79,997,810 | 80,498,694 |
| Chicago..... | 258,830,460 | 264,900,710 | 290,249,000 | 337,288,000 |
| Toledo..... | 13,076,300 | 15,109,300 | 14,678,000 | 14,733,800 |
| Detroit..... | 8,802,499 | 10,936,378 | 8,350,000 | 7,529,000 |
| Kansas City.. | 67,072,000 | 49,343,200 | 70,258,400 | 66,795,950 |
| Milwaukee.... | 48,483,366 | 44,739,190 | 50,959,820 | 59,464,630 |
| Minneapolis.. | 152,824,990 | 140,117,860 | 164,729,400 | 185,250,340 |
| Duluth and Superior... | 49,883,152 | 48,288,724 | 109,951,700 | 112,560,717 |
| Peoria..... | 33,633,294 | 27,872,658 | 32,851,870 | 34,574,093 |

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

Viz., New York, Boston, Philadelphia, Baltimore, New Orleans,
Newport News and Montreal.

| | | 1910. | 1911. | 1912. | 1913. |
|-------------|----------|------------|------------|-------------|-------------|
| Flour..... | Barrels. | 16,840,983 | 19,071,225 | 18,690,083 | 19,449,506 |
| Wheat..... | Bushels. | 62,943,684 | 86,997,750 | 137,655,924 | 181,402,782 |
| Corn..... | " | 42,193,112 | 59,214,636 | 80,275,360 | 44,189,044 |
| Oats..... | " | 47,180,854 | 51,494,224 | 79,268,309 | 54,474,842 |
| Rye..... | " | 984,453 | 1,079,650 | 1,200,571 | 2,988,780 |
| Barley..... | " | 4,798,747 | 5,231,783 | 9,972,778 | 13,027,461 |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| SATURDAY EVENING. | No. 1 Red Winter Wheat. | No. 2 Red Winter. | No. 3 Red Winter. | No. 4 Red Winter. | Rejected Red Winter. | No Grade Red Winter. | No. 1 Red Mixed. | No. 2 Red Mixed. |
|----------------------|-------------------------------|-------------------------|-------------------------|-------------------------|----------------------------|----------------------------|------------------------|------------------------|
| Jan. 4. | 10,273 | 1,070,974 | 400,556 | 81,368 | | 1,485 | | |
| 11. | 10,420 | 1,031,493 | 391,472 | 74,469 | | 1,485 | | |
| 18. | 10,470 | 962,505 | 362,987 | 76,735 | | 1,529 | | |
| 25. | 10,900 | 937,806 | 283,475 | 63,784 | | 2,964 | | |
| Feb. 1. | 10,972 | 912,565 | 255,045 | 61,610 | | 3,579 | | |
| 8. | 10,958 | 883,128 | 246,133 | 63,346 | | 3,837 | | |
| 15. | 14,242 | 846,983 | 233,927 | 64,904 | | 5,919 | | |
| 22. | 11,675 | 806,100 | 215,344 | 66,926 | | 5,879 | | |
| Mar. 1. | 6,446 | 763,217 | 198,176 | 50,486 | | 5,086 | | |
| 8. | 4,461 | 710,419 | 179,421 | 47,280 | | 5,192 | | |
| 15. | 4,462 | 652,531 | 151,417 | 47,718 | 15,565 | 1,912 | | |
| 22. | 3,093 | 700,582 | 170,864 | 46,526 | | 2,454 | | |
| 29. | 3,093 | 676,267 | 141,872 | 47,811 | | 2,642 | | |
| Apr. 5. | 3,263 | 653,144 | 121,820 | 48,306 | | 2,642 | | |
| 12. | 3,263 | 606,448 | 108,625 | 39,362 | | 2,642 | | |
| 19. | 3,263 | 577,559 | 102,309 | 37,910 | | 2,379 | | |
| 26. | 3,213 | 463,661 | 81,810 | 32,518 | | 2,085 | | |
| May 3. | 1,895 | 393,286 | 65,843 | 22,373 | | 31 | | 500 |
| 10. | 972 | 269,701 | 59,861 | 21,551 | | | | |
| 17. | | 209,549 | 41,527 | 16,834 | | 1,486 | | |
| 24. | | 164,649 | 22,588 | 3,173 | | | | 1,307 |
| 31. | | 134,026 | 21,643 | 2,342 | | | | 1,307 |
| June 7. | | 96,248 | 11,597 | 4,489 | | | | |
| 14. | | 82,443 | 8,040 | 4,483 | | 3,083 | | |
| 21. | | 51,995 | 5,145 | 4,058 | | 7,573 | | |
| 28. | | 20,820 | 5,342 | 4,483 | | 7,994 | | |
| July 5. | | 36,332 | 3,632 | 1,792 | | 7,992 | | |
| 12. | 12,972 | 226,232 | 28,535 | 2,848 | | 0,152 | | |
| 19. | 16,495 | 360,125 | 52,526 | 9,951 | | 19,970 | | |
| 26. | 42,696 | 729,045 | 96,585 | 22,038 | | 43,620 | | |
| Aug. 2. | 73,157 | 1,023,050 | 136,570 | 23,892 | | 43,920 | | |
| 9. | 99,760 | 1,364,194 | 171,408 | 31,739 | | 46,094 | | |
| 16. | 122,029 | 1,612,222 | 173,180 | 41,844 | | 38,668 | | |
| 23. | 120,412 | 1,680,675 | 169,952 | 33,101 | | 38,668 | | |
| 30. | 124,938 | 1,695,400 | 153,003 | 24,139 | | 38,706 | | 2,294 |
| Sept. 6. | 121,942 | 1,672,052 | 115,521 | 16,964 | | 38,669 | | |
| 13. | 123,252 | 1,578,829 | 80,960 | 17,600 | | 38,672 | | |
| 20. | 118,526 | 1,520,986 | 61,465 | 20,028 | | 38,670 | | |
| 27. | 121,993 | 1,359,258 | 38,619 | 20,508 | | 38,669 | | |
| Oct. 4. | 121,993 | 1,205,781 | 33,984 | 17,708 | | 7,992 | | |
| 11. | 119,056 | 1,102,932 | 25,598 | 15,890 | | 7,995 | | |
| 18. | 119,056 | 974,589 | 13,596 | 13,442 | | 7,992 | | |
| 25. | 111,047 | 891,799 | 14,554 | 2,419 | | | 1,253 | |
| Nov. 1. | 108,633 | 815,481 | 14,172 | 1,998 | | | | |
| 8. | 109,332 | 838,465 | 16,859 | 1,091 | | | | 3,705 |
| 15. | 109,379 | 853,765 | 19,039 | 6,702 | | 2,359 | | |
| 22. | 109,376 | 878,630 | 28,597 | 5,985 | | 1,065 | | 5,605 |
| 29. | 95,934 | 857,686 | 26,643 | 4,221 | | 2,261 | | 5,605 |
| Dec. 6. | 87,104 | 805,079 | 27,805 | 4,620 | | 2,261 | | 5,606 |
| 13. | 82,023 | 727,028 | 16,831 | 3,848 | | | | 5,604 |
| 20. | 81,606 | 677,587 | 18,581 | 4,916 | | | | 1,572 |
| 27. | 82,490 | 689,110 | 19,813 | 3,651 | | | | |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| No. 3 Red Mixed. | No. 2 White Winter. | No. 3 White Winter. | No. 4 White Winter. | No. Grade White Winter. | No. 1 Hard Winter. | No. 2 Hard Winter. | No. 3 Hard Winter. | No. 4 Hard Winter. | No. grade Hard Winter. |
|------------------------|---------------------------|---------------------------|---------------------------|-------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|------------------------------|
| ..... | ..... | 1,082 | ..... | ..... | 115,981 | 922,114 | 178,342 | 6,613 | ..... |
| ..... | ..... | 1,082 | ..... | ..... | 125,488 | 937,911 | 199,773 | 5,982 | ..... |
| ..... | ..... | 1,082 | ..... | ..... | 132,881 | 920,994 | 184,816 | 6,679 | ..... |
| ..... | 9,491 | 6,825 | ..... | ..... | 132,785 | 764,433 | 109,630 | 3,004 | ..... |
| ..... | ..... | ..... | ..... | ..... | 138,904 | 789,378 | 103,841 | 1,699 | ..... |
| ..... | ..... | ..... | ..... | ..... | 140,188 | 833,666 | 89,315 | 2,525 | ..... |
| ..... | ..... | ..... | ..... | ..... | 153,958 | 792,761 | 72,720 | 3,679 | ..... |
| ..... | ..... | ..... | ..... | ..... | 153,047 | 864,315 | 82,538 | 3,914 | ..... |
| ..... | ..... | ..... | ..... | ..... | 158,578 | 920,910 | 83,102 | 5,300 | ..... |
| ..... | ..... | ..... | ..... | ..... | 154,500 | 878,584 | 87,194 | 4,067 | ..... |
| ..... | ..... | ..... | ..... | ..... | 124,330 | 838,741 | 70,113 | 6,141 | ..... |
| ..... | ..... | ..... | ..... | ..... | 120,318 | 773,018 | 56,349 | 9,011 | 681 |
| ..... | ..... | ..... | ..... | ..... | 125,600 | 680,159 | 48,564 | 6,796 | 1,049 |
| ..... | ..... | ..... | ..... | ..... | 121,178 | 616,904 | 48,044 | 6,189 | 658 |
| ..... | ..... | ..... | ..... | ..... | 122,356 | 560,220 | 44,850 | 7,675 | 2,441 |
| ..... | ..... | ..... | ..... | ..... | 99,748 | 478,364 | 43,737 | 6,186 | ..... |
| ..... | ..... | ..... | ..... | 41 | 92,927 | 371,777 | 22,059 | 6,154 | ..... |
| ..... | ..... | ..... | ..... | ..... | 95,202 | 295,131 | 28,328 | 5,358 | ..... |
| 1,503 | ..... | ..... | ..... | ..... | 83,159 | 294,306 | 33,428 | 5,358 | ..... |
| ..... | ..... | ..... | ..... | ..... | 76,997 | 326,327 | 40,430 | 5,171 | ..... |
| ..... | ..... | ..... | ..... | ..... | 63,956 | 296,480 | 29,872 | 5,171 | ..... |
| ..... | ..... | ..... | ..... | ..... | 37,506 | 235,656 | 20,446 | 4,739 | ..... |
| ..... | ..... | ..... | ..... | ..... | 30,943 | 177,144 | 20,468 | 5,894 | ..... |
| ..... | ..... | ..... | ..... | ..... | 31,129 | 159,698 | 23,402 | 6,875 | ..... |
| ..... | ..... | ..... | ..... | ..... | 28,549 | 135,001 | 26,094 | 11,940 | ..... |
| ..... | ..... | ..... | ..... | ..... | 3,239 | 50,778 | 23,230 | 5,894 | ..... |
| ..... | ..... | ..... | ..... | ..... | 3,038 | 33,823 | 14,026 | 6,552 | ..... |
| ..... | ..... | ..... | ..... | ..... | 3,035 | 34,019 | 8,837 | 5,381 | ..... |
| ..... | 402 | ..... | ..... | ..... | 4,224 | 29,595 | 4,376 | 3,137 | ..... |
| ..... | 742 | ..... | ..... | ..... | 24,492 | 47,272 | 6,740 | 3,137 | ..... |
| ..... | 742 | ..... | ..... | ..... | 32,652 | 86,470 | 22,139 | 4,156 | ..... |
| 584 | ..... | ..... | ..... | ..... | 49,589 | 120,438 | 30,686 | 3,139 | ..... |
| ..... | 36,924 | 1,264 | ..... | ..... | 52,891 | 127,321 | 46,740 | 5,200 | ..... |
| ..... | 742 | ..... | ..... | ..... | 63,520 | 187,091 | 55,220 | 5,316 | ..... |
| ..... | 742 | ..... | ..... | ..... | 33,737 | 316,765 | 107,608 | 6,444 | ..... |
| ..... | 199 | ..... | ..... | ..... | 43,612 | 386,803 | 106,245 | 9,853 | ..... |
| ..... | 199 | ..... | ..... | ..... | 44,346 | 401,305 | 92,156 | 6,232 | ..... |
| ..... | 199 | ..... | ..... | ..... | 49,870 | 439,047 | 97,195 | 7,243 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 43,910 | 440,854 | 98,602 | 6,235 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 46,964 | 431,859 | 91,681 | 5,159 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 48,414 | 383,129 | 98,194 | 7,874 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 57,904 | 446,380 | 105,611 | 8,317 | 783 |
| ..... | 199 | 1,447 | ..... | ..... | 58,025 | 351,842 | 7,647 | 4,843 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 59,833 | 436,244 | 6,297 | 4,843 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 64,568 | 556,553 | 13,561 | 7,640 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 61,576 | 630,041 | 21,951 | 4,843 | ..... |
| ..... | 199 | 1,447 | 5,602 | ..... | 47,566 | 625,940 | 19,516 | 978 | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 43,829 | 595,998 | 28,666 | ..... | ..... |
| ..... | 199 | 1,447 | ..... | ..... | 58,380 | 500,633 | 17,285 | ..... | ..... |
| ..... | ..... | 1,447 | ..... | ..... | 64,083 | 443,170 | 11,944 | ..... | ..... |
| ..... | ..... | 1,447 | ..... | ..... | 48,785 | 570,231 | 16,919 | 5,406 | ..... |
| ..... | ..... | 1,447 | ..... | ..... | 46,187 | 677,817 | 22,546 | ..... | ..... |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| Saturday Evening | No. 2 Spring Wheat. | No. 3 Spring Wheat. | No. 4 Spring Wheat. | No. 2 White Spring Wheat. | No. 3 White Spring Wheat. | No. 4 White Spring Wheat. |
|---------------------|---------------------------|---------------------------|---------------------------|------------------------------------|------------------------------------|------------------------------------|
| Jan. 4..... | 21,190 | 10,452 | 4,244 | 3,212 | 16,829 | 7,220 |
| 11..... | 21,559 | 13,997 | 4,244 | 3,212 | 16,829 | 7,220 |
| 18..... | 22,645 | 10,367 | 5,251 | 3,212 | 16,829 | 7,220 |
| 25..... | 19,952 | 9,557 | 6,082 | 3,212 | 16,829 | 6,422 |
| Feb. 1..... | 19,534 | 6,399 | 10,121 | 3,212 | 12,864 | 5,979 |
| 8..... | 8,210 | 5,252 | 8,994 | 3,212 | 12,864 | 5,970 |
| 15..... | 5,222 | 4,011 | 7,661 | 3,212 | 4,383 | 4,020 |
| 22..... | 5,222 | 3,400 | 7,370 | 81 | | |
| Mch. 1..... | 3,615 | 9,598 | 9,335 | 81 | | |
| 8..... | 3,780 | 20,892 | 9,001 | | 5,350 | |
| 15..... | 9,699 | 15,351 | 13,249 | 81 | 10,904 | |
| 22..... | 9,699 | 8,422 | 8,867 | 81 | 10,904 | 5,668 |
| 29..... | 5,475 | 4,986 | 14,891 | 81 | 10,910 | |
| April 5..... | 5,475 | 4,986 | 17,787 | 81 | 10,909 | |
| 12..... | 2,082 | 1,937 | 18,864 | 81 | 16,904 | |
| 19..... | 2,082 | 1,664 | 22,092 | 81 | 16,405 | |
| 26..... | 2,183 | 11,792 | 5,413 | 81 | | |
| May 3..... | 2,082 | 735 | 5,125 | 81 | 11,055 | |
| 10..... | 1,084 | 736 | 3,771 | 81 | 11,055 | |
| 17..... | 2,079 | 736 | 1,863 | 81 | 11,055 | |
| 24..... | 1,084 | 731 | 1,863 | 81 | 1,655 | |
| 31..... | 1,084 | 731 | 1,463 | | 655 | |
| June 7..... | | 655 | | | | |
| 14..... | | | | | | |
| 21..... | | | | | | |
| July 28..... | | | | | | |
| Aug. 5..... | | | | | | |
| 12..... | | | | | | |
| 19..... | | | | | | |
| 26..... | | | | | | |
| Sept. 2..... | | | | | | |
| 9..... | | | | | | |
| 16..... | | | | | 543 | |
| 23..... | | | | | | |
| 30..... | | | | | | |
| Oct. 6..... | | | | | | |
| 13..... | | | | | | |
| 20..... | | | | | | |
| 27..... | | | | | 3,880 | |
| Nov. 4..... | | | | | 3,886 | |
| 11..... | | | | | 3,886 | |
| 18..... | 1,359 | | | | 3,886 | |
| 25..... | 1,359 | | | | 3,888 | 1,097 |
| Dec. 1..... | 1,359 | 1,053 | | 1,097 | 4,836 | |
| 8..... | | 1,094 | 253 | 1,097 | 4,836 | |
| 15..... | | 1,094 | 253 | 1,097 | 5,933 | |
| 22..... | | 1,094 | 253 | 1,077 | 9,907 | |
| 29..... | | 1,094 | 253 | 1,097 | 9,907 | |
| Dec. 6..... | | 1,094 | 253 | 1,097 | 9,907 | |
| 13..... | | 1,094 | 253 | 1,097 | 9,907 | |
| 20..... | | 4,987 | 253 | 1,097 | 9,907 | |
| 27..... | | 4,987 | 253 | 1,097 | 9,907 | |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| No Grade Spring Wheat. | No. 1 Spring Wheat. | No. 2 Colorado Red Wheat. | No. 3 Colorado White Wheat. | No. 4 Colorado White Wheat. | No. 1 Mixed Wheat. | No. 2 Mixed Wheat. | No. 3 Mixed Wheat. |
|------------------------------|---------------------------|---------------------------------|--------------------------------------|--------------------------------------|--------------------------|--------------------------|--------------------------|
| | | | 2,984 | | 1,708 | 46,084 | 68,043 |
| | | | | | 1,701 | 47,700 | 64,907 |
| | | | | | 1,701 | 42,166 | 68,391 |
| | | | | | 1,701 | 39,881 | 62,542 |
| | | 9,491 | 2,518 | 6,403 | 1,701 | 41,867 | 56,297 |
| | | | | | 1,701 | 39,628 | 55,501 |
| | | | 7,500 | | 1,701 | 52,180 | 53,315 |
| | 1,053 | | | | 1,701 | 60,580 | 53,426 |
| | 1,053 | | | | 1,701 | 61,539 | 57,558 |
| | 1,053 | | | | 1,701 | 51,158 | 57,414 |
| | 1,053 | | | | 1,701 | 51,160 | 55,476 |
| | 1,053 | | | | 1,701 | 38,931 | 31,391 |
| | 1,053 | | | | 1,701 | 38,584 | 11,266 |
| 1,049 | 1,053 | | | | 1,701 | 38,420 | 13,813 |
| 1,049 | | | | | 1,706 | 45,301 | 12,555 |
| 1,049 | | | | | 1,701 | 38,906 | 14,442 |
| | | | | | 1,705 | 27,557 | 16,812 |
| | | | | | 1,701 | 41,013 | 7,923 |
| | | | | | 1,706 | 33,549 | 8,799 |
| | | | | | 1,701 | 31,046 | 9,468 |
| | | | | | 1,701 | 32,244 | 9,567 |
| | | | | | 690 | 36,416 | 4,598 |
| | | | | | 335 | 23,218 | 8,319 |
| | | | | | | 16,862 | 9,449 |
| 3,948 | | | | | 335 | 6,669 | 2,009 |
| 3,948 | | | | | | 12,775 | 1,889 |
| 3,948 | | | | | | 10,542 | 4,315 |
| 3,948 | | | | | | 10,542 | 2,950 |
| 3,948 | | | | | | 4,061 | 2,225 |
| 3,948 | | | | | | 6,295 | 2,225 |
| 3,948 | | | | | | 12,533 | 2,227 |
| 3,948 | | | | | | 19,926 | 1,889 |
| 3,948 | | | | | 1,003 | 85,973 | 5,175 |
| 3,948 | | | | | 2,142 | 97,147 | 4,570 |
| 3,948 | | | | | 1,003 | 105,279 | 5,966 |
| 3,948 | | | | | 1,003 | 114,411 | 10,855 |
| 3,948 | | | | | 1,003 | 96,273 | 9,144 |
| 3,948 | | | 1,889 | | 1,003 | 93,980 | 8,769 |
| 3,948 | | | | | 1,003 | 97,513 | 10,659 |
| 3,948 | | | | | 1,003 | 97,311 | 7,944 |
| 3,948 | | | | | 1,003 | 93,820 | 10,711 |
| 3,948 | | | | | 1,003 | 90,366 | 8,907 |
| 3,948 | | | | | 1,003 | 98,417 | 7,485 |
| | | | | | 1,003 | 95,560 | 7,484 |
| | | | | | 1,003 | 92,925 | 6,111 |
| | | | | | 1,003 | 89,645 | 5,796 |
| | | | | | 1,003 | 73,141 | 9,191 |
| | | | | | 1,003 | 39,467 | 5,599 |
| | | | | | | 39,634 | 5,306 |
| | | | | | | 42,061 | 3,457 |
| | | | | | | 33,146 | 2,347 |
| | | | | | | 31,731 | 5,654 |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| Saturday Evening. | No. 4 Mixed Wheat. | No. 3 Hard Mixed Wheat. | No Grade Mixed Wheat. | No. 2 Pacific Red Wheat. | No. 3 Pacific Red Wheat. | No. 2 Mixed Durum. |
|----------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|--------------------------------|--------------------------|
| Jan. 4..... | 9,762 | | | 9,491 | 7,843 | |
| 11..... | 9,762 | | | 9,491 | 7,843 | |
| 18..... | 5,432 | | | 9,491 | 4,225 | |
| 25..... | 4,916 | | | | | |
| Feb. 1..... | 4,916 | | | | | |
| 8..... | 9,198 | | | 4,491 | 5,591 | |
| 15..... | 6,269 | | | | | |
| 22..... | 6,269 | | | | 2,307 | |
| Mar. 1..... | 7,578 | | | | 5,435 | |
| 8..... | 8,392 | | | | 5,501 | |
| 15..... | 6,578 | | | | 7,804 | |
| 22..... | 6,269 | | | | 6,725 | |
| 29..... | 3,991 | | | | 6,082 | |
| Apr. 5..... | 4,634 | | | | 6,082 | |
| 12..... | 4,632 | | | | 5,774 | |
| 19..... | 4,635 | | | | 5,774 | |
| 26..... | 2,587 | | | | | |
| May 3..... | 3,466 | | | | | |
| 10..... | 878 | | | | | |
| 17..... | 878 | | | | | |
| 24..... | 878 | | | | | 966 |
| 31..... | | | | | | |
| June 7..... | | | | | | |
| 14..... | | | | | | |
| 21..... | | | | | | |
| 28..... | | | | | | |
| July 6..... | | | | | | |
| 12..... | | | | | | |
| 19..... | | | | | | |
| 26..... | | | | | | |
| Aug. 2..... | | | | | | |
| 9..... | | | | | | |
| 16..... | | | | | | |
| 23..... | 2,371 | | | | | |
| 30..... | 2,373 | | | | | |
| Sept. 6..... | 2,371 | | | | | |
| 13..... | 973 | | 1,539 | | | |
| 20..... | 973 | | 1,539 | | | |
| 27..... | 973 | | | | | |
| Oct. 4..... | | | | | | |
| 11..... | | | | | | |
| 18..... | | | | | | |
| 25..... | 1,253 | | | | | |
| Nov. 1..... | 1,253 | | | | | |
| 8..... | | | | | | |
| 15..... | | 1,233 | | | | |
| 22..... | | | | | | |
| 29..... | | | | | | |
| Dec. 6..... | | | | | | |
| 13..... | 1,215 | | | | | |
| 20..... | | | | | | |
| 27..... | 809 | | | | | |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| No. 1 Durum. | No. 2 Durum. | No. 3 Durum. | No. 4 Durum. | Sample Grade Wheat. | Screenings. | Total Wheat, Bushels. |
|--------------|--------------|--------------|--------------|---------------------------|-------------|-----------------------------|
| 4,816 | 89,232 | 4,400 | | 61,621 | 2,898 | 3,154,935 |
| 4,816 | 89,940 | 7,908 | | 56,605 | 2,898 | 3,150,273 |
| 4,816 | 97,726 | 5,822 | | 50,474 | 3,898 | 2,998,486 |
| 4,816 | 108,846 | 4,084 | | 50,985 | 3,970 | 2,665,002 |
| 4,816 | 104,826 | 6,790 | | 58,170 | 7,769 | 2,633,497 |
| 4,816 | 107,352 | 11,082 | | 59,843 | 6,481 | 2,616,701 |
| 4,816 | 116,990 | 5,411 | 958 | 61,993 | 5,130 | 2,528,735 |
| 7,898 | 105,950 | 5,419 | | 63,840 | 4,759 | 2,538,781 |
| 3,722 | 97,554 | 1,964 | | 61,610 | 5,114 | 2,518,544 |
| 4,231 | 95,578 | | | 60,368 | 5,047 | 2,401,187 |
| 2,388 | 93,678 | | | 59,677 | 5,110 | 2,247,729 |
| 2,388 | 94,268 | | 923 | 59,677 | 3,758 | 2,175,963 |
| 2,388 | 91,263 | | 723 | 57,323 | 11,875 | 1,991,570 |
| 950 | 85,855 | 2,313 | 723 | 61,213 | 17,146 | 1,886,289 |
| 950 | 80,016 | 802 | 723 | 60,810 | 22,678 | 1,753,068 |
| 950 | 74,882 | | | 61,487 | 25,562 | 1,597,605 |
| | 63,716 | | | 60,671 | 25,672 | 1,268,761 |
| | 59,916 | | | 58,754 | 24,724 | 1,099,897 |
| | 57,903 | | | 54,023 | 19,243 | 943,404 |
| | 56,569 | | | 53,129 | 27,775 | 886,926 |
| | 50,136 | | | 46,208 | 26,410 | 734,310 |
| | 49,136 | | | 45,196 | 16,220 | 597,634 |
| | 45,803 | | | 45,938 | 14,786 | 471,051 |
| | 43,978 | | | 45,196 | | 430,638 |
| | 42,978 | | | 42,843 | 14,551 | 370,037 |
| | 37,736 | | | 40,446 | 13,841 | 224,574 |
| | 37,340 | | | 41,887 | 15,329 | 204,719 |
| | 31,843 | | | 38,053 | 11,321 | 418,749 |
| | 23,688 | | | 33,564 | 11,490 | 568,627 |
| | 23,686 | | | 33,130 | 11,087 | 1,085,651 |
| | 23,686 | | | 33,129 | 10,427 | 1,523,864 |
| | 23,686 | | | 32,049 | 6,094 | 2,036,733 |
| | 23,686 | | | 33,761 | 6,794 | 2,374,383 |
| | 23,686 | | | 32,775 | 7,329 | 2,521,336 |
| | 22,107 | | | 28,304 | 1,994 | 2,672,756 |
| | 17,107 | | | 29,996 | 1,994 | 2,692,990 |
| | 17,107 | | | 20,510 | 1,994 | 2,534,042 |
| | 17,101 | | | 17,873 | 1,994 | 2,500,211 |
| | 19,238 | | | 14,431 | 7,129 | 2,321,984 |
| | 30,686 | 2,208 | | 10,988 | 2,911 | 2,122,691 |
| | 60,636 | 4,869 | | 13,012 | | 2,002,607 |
| | 62,766 | 6,268 | 1,440 | 28,409 | | 1,957,668 |
| | 70,749 | 10,250 | 7,602 | 38,457 | 18,540 | 1,686,635 |
| | 80,397 | 10,250 | 7,602 | 40,328 | 18,407 | 1,701,364 |
| | 88,838 | 14,628 | 11,250 | 53,097 | 17,787 | 1,888,534 |
| | 96,031 | 18,745 | 16,677 | 51,641 | 23,347 | 2,006,051 |
| | 108,095 | 20,579 | 16,624 | 43,222 | 23,815 | 2,009,110 |
| | 105,998 | 21,888 | 11,123 | 33,874 | 29,930 | 1,893,892 |
| 1,330 | 109,498 | 25,042 | 10,400 | 25,556 | 34,421 | 1,742,538 |
| 2,433 | 106,683 | 33,714 | 3,917 | 11,484 | 50,059 | 1,573,293 |
| 3,639 | 113,574 | 37,184 | 3,236 | 7,229 | 59,117 | 1,644,649 |
| 3,639 | 116,241 | 38,545 | 3,236 | 6,444 | 79,976 | 1,765,604 |

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE OF
EACH WEEK DURING 1913.**

| SATURDAY EVENING. | No. 2. | No. 3. | No. 4. | No. 2 White. | No. 3 White. | No. 4 White. |
|----------------------|--------|--------|--------|-----------------|-----------------|-----------------|
| Jan. 4..... | 81,388 | 2,747 | 780 | 1,329 | 605 | |
| 11..... | 64,993 | 1,669 | | | | |
| 18..... | 50,923 | 1,471 | 1,119 | | | |
| 25..... | 51,783 | 1,841 | 1,104 | 53 | | |
| Feb. 1..... | 50,937 | 1,517 | | 13,836 | 1,231 | |
| 8..... | 49,535 | 4,352 | 1,117 | 14,131 | | 1,060 |
| 15..... | 56,330 | 1,311 | 1,117 | 32,346 | 3,085 | 1,060 |
| 22..... | 65,416 | 4,003 | 4,212 | 40,040 | 3,084 | 1,060 |
| Mar. 1..... | 85,504 | 8,313 | 4,848 | 54,191 | 7,144 | 1,060 |
| 8..... | 86,006 | 11,814 | 3,040 | 50,099 | 29,802 | |
| 15..... | 69,663 | 7,529 | 1,570 | 41,557 | 27,737 | |
| 22..... | 48,170 | 5,458 | 1,114 | 40,050 | 4,0639 | |
| 29..... | 38,740 | 4,491 | | 38,148 | 31,930 | |
| Apr. 5..... | 36,181 | 5,042 | | 28,957 | 34,131 | |
| 12..... | 36,181 | 5,428 | | 26,223 | 31,109 | |
| 19..... | 17,601 | 3,590 | 1,098 | 10,307 | 14,813 | |
| 26..... | 9,938 | 5,255 | | 9,421 | 4,123 | |
| May 3..... | 9,858 | 4,538 | | 4,797 | 10,215 | 1,095 |
| 10..... | 2,723 | 5,644 | | 5,626 | 14,452 | |
| 17..... | 2,755 | | | 8,788 | 4,734 | |
| 24..... | | | | 13,533 | 17 | |
| 31..... | 13,920 | 516 | | 24,141 | | |
| June 7..... | 9,550 | 1,894 | 2,174 | 27,807 | 1,435 | |
| 14..... | 39,860 | 4,582 | | | | |
| 21..... | 48,776 | 6,161 | | 60,701 | 5,043 | |
| 28..... | 46,682 | 2,266 | | 71,063 | 6,689 | 1,169 |
| July 5..... | 11,576 | 806 | | 66,724 | 8,889 | |
| 12..... | 3,041 | 516 | | 27,749 | 5,317 | |
| 19..... | | 516 | 296 | 14,743 | 1,435 | |
| 26..... | | 516 | 296 | 10,087 | 1,435 | 1,024 |
| Aug. 2..... | | 516 | | 8,499 | 2,962 | |
| 9..... | | 516 | | 16,322 | 3,692 | |
| 16..... | | 516 | | | | |
| 23..... | | 516 | | 6,701 | 2,376 | 1,477 |
| 30..... | 8,325 | 4,928 | 1,250 | 13,157 | 2,376 | 732 |
| Sept. 6..... | 16,428 | 5,920 | 1,250 | 14,818 | 1,129 | |
| 13..... | 19,537 | 4,928 | 1,250 | 11,970 | | |
| 20..... | 19,699 | 4,928 | 1,250 | 12,417 | | |
| 27..... | 16,077 | 4,928 | 1,250 | 33,103 | 3,293 | 2,225 |
| Oct. 4..... | 14,077 | 4,928 | 1,250 | 39,425 | 3,786 | 751 |
| 11..... | 13,674 | 4,928 | 1,250 | 42,786 | 3,786 | 251 |
| 18..... | 12,932 | 4,928 | 1,250 | 36,407 | 3,786 | 250 |
| 25..... | 9,263 | 4,928 | 1,250 | 48,938 | 6,862 | 250 |
| Nov. 1..... | 8,580 | 4,928 | 1,250 | 83,706 | 2,630 | |
| 8..... | 6,260 | 4,928 | 1,250 | 58,765 | 8,403 | |
| 15..... | 6,465 | 4,928 | 2,134 | 39,026 | 2,630 | 4 |
| 22..... | 8,255 | 4,928 | 1,807 | 28,714 | 2,632 | 4 |
| 29..... | 6,801 | 4,928 | | 22,361 | | 4 |
| Dec. 6..... | 6,719 | 4,928 | 1,916 | 18,700 | | 2,360 |
| 13..... | 5,000 | 516 | 2,691 | 20,105 | | 1,547 |
| 20..... | 2,497 | 3,461 | 11,180 | 20,154 | 1,472 | 3,891 |
| 27..... | 63,566 | 8,267 | 11,296 | 15,866 | 4,552 | 15,496 |

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE OF
EACH WEEK DURING 1913.**

| No. 2 Yellow. | No. 3 Yellow. | No. 4 Yellow. | No. 2 St. Charles White. | Sample Grade. | Total Bushels Corn. | Kafir Corn. |
|------------------|------------------|------------------|--------------------------------|------------------|---------------------------|----------------|
| 14,020 | 16,176 | 5,050 | | | 122,095 | 5,083 |
| 14,442 | 15,763 | 1,168 | 2,015 | | 100,050 | 8,567 |
| 12,204 | 9,851 | 10,569 | 1,776 | | 87,913 | 42,776 |
| 18,453 | 2,016 | 5,792 | 1,777 | 1,072 | 83,891 | 77,011 |
| 29,187 | 6,965 | | 802 | 967 | 105,448 | 111,827 |
| 32,460 | 11,831 | 2,980 | 313 | 1,400 | 119,179 | 147,531 |
| 70,045 | 31,109 | 8,298 | 2,500 | 2,712 | 209,912 | 190,240 |
| 90,594 | 70,387 | 2,675 | 5,634 | 7 | 287,112 | 53,560 |
| 104,209 | 111,291 | 3,972 | 3,368 | 2,474 | 386,165 | 248,106 |
| 106,246 | 117,728 | 3,701 | 7,395 | 1,295 | 417,126 | 253,965 |
| 106,247 | 102,589 | 1,250 | 12,124 | 1,084 | 371,348 | 256,228 |
| 103,051 | 79,050 | 4,900 | 7,282 | | 329,614 | 253,627 |
| 93,087 | 62,267 | 1,491 | 14,247 | | 284,401 | 258,958 |
| 88,995 | 27,098 | 1,492 | 7,226 | 2,740 | 231,862 | 267,240 |
| 82,552 | 26,871 | 1,492 | 7,593 | | 218,547 | 263,259 |
| 65,051 | 18,298 | 853 | 6,130 | | 136,643 | 249,316 |
| 49,223 | 14,244 | 852 | 1,747 | 1,085 | 95,888 | 213,037 |
| 38,754 | 14,614 | 700 | 535 | 937 | 86,043 | 198,938 |
| 33,385 | 9,604 | | 244 | | 71,878 | 192,615 |
| 44,149 | 5,834 | | 244 | | 66,504 | 186,741 |
| 29,403 | 5,576 | | | 1,315 | 49,850 | 140,739 |
| 72,691 | | | | 1,316 | 112,584 | 128,864 |
| 69,689 | 8,930 | | 1,173 | 3,156 | 125,808 | 119,566 |
| 262,182 | 23,290 | | 181 | 2,473 | 390,751 | 92,601 |
| 326,646 | 17,730 | | 180 | 2,177 | 467,414 | 74,401 |
| 312,029 | 17,401 | | 180 | 2,061 | 459,520 | 68,289 |
| 262,978 | 11,495 | | 180 | 2,908 | 365,556 | 55,295 |
| 193,076 | 3,688 | | | 3,917 | 237,254 | 54,220 |
| 128,091 | 1,789 | | | 2,908 | 149,778 | 34,705 |
| 97,156 | 1,788 | | | 2,908 | 115,310 | 46,762 |
| 92,932 | | | | 2,908 | 107,818 | 45,887 |
| 90,145 | 1,787 | | | 2,908 | 115,370 | 43,082 |
| 81,481 | | | | | 81,997 | 39,831 |
| 75,783 | | | | | 86,853 | 42,226 |
| 87,775 | 1,883 | | | | 120,426 | |
| 145,843 | 11,916 | | | 1,318 | 198,622 | 51,208 |
| 131,693 | 10,419 | | | 1,314 | 181,111 | 46,375 |
| 147,446 | 8,858 | | | 1,318 | 195,916 | |
| 119,161 | 4,873 | | | 1,314 | 186,224 | 41,756 |
| 94,021 | 4,873 | | | 1,317 | 164,428 | 38,038 |
| 80,332 | 4,873 | | | 1,318 | 153,198 | 38,037 |
| 70,814 | 4,873 | | | 2,257 | 137,497 | 34,346 |
| 76,342 | 15,377 | 1,548 | | 2,366 | 167,124 | 37,660 |
| 98,886 | 3,462 | | | 1,318 | 204,740 | 36,594 |
| 61,671 | 3,464 | | | 4,060 | 143,801 | 36,591 |
| 44,042 | 4,075 | | | 1,318 | 104,622 | 30,822 |
| 42,400 | 4,073 | | | 1,314 | 94,131 | 28,510 |
| 37,899 | 2,474 | | | 4,769 | 79,240 | 22,972 |
| 39,093 | 1,985 | 4,134 | | 3,942 | 83,777 | 31,538 |
| 33,241 | 3,056 | 1,451 | | 3,738 | 71,845 | 42,162 |
| 36,228 | 5,597 | 38,021 | | 7,379 | 129,880 | 52,016 |
| 34,041 | 6,628 | 82,162 | | 10,999 | 252,873 | 57,112 |

**STOCK OF OATS IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| SATURDAY EVENING. | No. 2. | No. 3. | No. 4. | No. 1 White. | No. 2 White. | No. 3 White. | No. 4 White. | No Grade White. |
|----------------------|---------|--------|--------|-----------------|-----------------|-----------------|-----------------|--------------------|
| Jan. 4..... | 44,670 | 9,643 | 1,983 | | 1,925 | 53,064 | 7,674 | |
| 11..... | 63,527 | 10,215 | 671 | | 519 | 48,526 | | |
| 18..... | 65,829 | 4,566 | | | | 27,814 | | |
| 25..... | 77,766 | 5,620 | | | 4,463 | 24,848 | | |
| Feb. 1..... | 79,511 | 5,639 | 635 | | 4,777 | 20,802 | 1,890 | |
| 8..... | 66,807 | 4,825 | 635 | | 4,777 | 16,663 | 7,779 | |
| 15..... | 60,872 | 3,908 | 85 | | 3,527 | 35,057 | 15,058 | |
| 22..... | 57,405 | 4,021 | | | 4,298 | 36,034 | 19,236 | |
| Mar. 1..... | 55,793 | 6,535 | | | 3,926 | 162,518 | 7,320 | |
| 8..... | 44,034 | 9,673 | | | 2,093 | 285,537 | 11,046 | |
| 15..... | 41,697 | 13,401 | | | 2,096 | 340,748 | 10,944 | |
| 22..... | 39,351 | 12,707 | 3,377 | | 2,093 | 353,835 | 12,219 | |
| 29..... | 38,151 | 13,300 | 3,377 | | 2,093 | 341,714 | 9,778 | |
| Apr. 5..... | 37,213 | 8,908 | 3,377 | | 2,093 | 337,463 | 7,212 | |
| 12..... | 35,470 | 8,906 | 2,377 | | 2,093 | 310,890 | 7,211 | |
| 19..... | 33,443 | 8,909 | 2,377 | | 2,241 | 217,668 | | |
| 26..... | 22,338 | 7,691 | 1,177 | | 2,241 | 129,793 | | |
| May 3..... | 21,253 | 3,908 | 1,424 | | 851 | 45,825 | 1,288 | |
| 10..... | 21,253 | 209 | 1,424 | | | 19,958 | 1,288 | |
| 17..... | 17,392 | | 122 | | | 16,034 | 754 | |
| 24..... | 9,142 | | 122 | | | 9,051 | 755 | |
| 31..... | 95 | | 122 | | | 21,557 | | |
| June 7..... | 1,652 | | 122 | | | 11,144 | | |
| 14..... | 1,322 | 1,697 | | | 705 | 10,180 | 1,574 | |
| 21..... | 6,559 | 1,697 | | | 2,630 | 7,457 | | |
| 28..... | 18,209 | 7,253 | 2,067 | | 8,360 | 250,181 | 18,790 | |
| July 5..... | 21,584 | 11,198 | 3,286 | | 9,987 | 394,213 | 31,084 | |
| 12..... | 17,968 | 8,911 | 3,286 | | 3,098 | 359,734 | 26,891 | |
| 19..... | 24,764 | 13,051 | 2,067 | | 1,621 | 298,889 | 25,496 | |
| 26..... | 32,490 | 11,955 | 3,161 | | | 299,117 | 20,876 | |
| Aug. 2..... | 56,413 | 18,022 | 7,832 | | | 300,685 | 20,876 | |
| 9..... | 58,230 | 23,825 | 7,837 | | | 307,189 | 18,971 | |
| 16..... | 73,873 | 27,486 | 7,271 | | | 6,922 | 329,082 | 19,376 |
| 23..... | 80,983 | 25,250 | 4,990 | | | 27,632 | 402,217 | 20,140 |
| 30..... | 92,053 | 25,033 | 4,825 | | | 37,664 | 458,698 | 23,402 |
| Sept. 6..... | 101,665 | 25,033 | 6,825 | | | 37,664 | 498,475 | 22,153 |
| 13..... | 122,286 | 21,595 | 6,825 | | 41,519 | 589,643 | 25,056 | |
| 20..... | 115,526 | 21,599 | 6,825 | | 41,519 | 628,055 | 23,811 | |
| 27..... | 114,062 | 21,595 | 6,825 | | 41,461 | 656,507 | 25,464 | |
| Oct. 4..... | 117,388 | 21,595 | 3,902 | 2,923 | 41,461 | 676,405 | 21,197 | |
| 11..... | 115,418 | 21,595 | 5,482 | | 42,993 | 775,935 | 22,423 | |
| 18..... | 114,772 | 21,595 | 5,482 | | 43,985 | 855,203 | 29,372 | |
| 25..... | 117,869 | 23,732 | 5,482 | | 41,091 | 744,475 | 10,771 | |
| Nov. 1..... | 120,398 | 27,771 | 5,482 | | 40,340 | 766,983 | 12,047 | |
| 8..... | 119,293 | 24,095 | 11,748 | | 39,348 | 783,892 | 34,971 | 2,469 |
| 15..... | 119,552 | 21,588 | 7,509 | | 40,340 | 830,481 | 41,391 | 18,733 |
| 22..... | 123,842 | 21,352 | 5,924 | | 35,424 | 855,654 | 40,590 | 2,469 |
| 29..... | 111,893 | 21,348 | 6,927 | | 16,703 | 896,678 | 34,275 | 2,469 |
| Dec. 6..... | 109,487 | 17,090 | 4,857 | | 15,741 | 893,899 | 28,677 | 2,469 |
| 13..... | 107,745 | 17,089 | 4,857 | | 15,741 | 890,425 | 31,826 | 2,289 |
| 20..... | 105,461 | 17,089 | 4,857 | | 15,711 | 867,128 | 33,731 | 2,289 |
| 27..... | 103,505 | 16,553 | 4,857 | | 15,711 | 862,116 | 33,734 | 2,153 |

**STOCK OF OATS IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1913.**

| No. 2 Color. | No. 3 Color. | No. 4 Color. | Standard. | No. 1 Northern. | Screenings. | Sample Grade. | Total Oats, Bushels. |
|-----------------|-----------------|-----------------|-----------|--------------------|-------------|------------------|----------------------------|
| 4,424 | 2,481 | 1,403 | 8,203 | | | 19,800 | 155,270 |
| 6,916 | 4,616 | 1,403 | 8,202 | | | 19,046 | 163,640 |
| 8,132 | 6,018 | | 17,503 | | | 14,223 | 144,085 |
| 11,480 | 2,024 | | 10,296 | | | 9,403 | 145,900 |
| 5,431 | 1,076 | | 11,875 | | 11,458 | 1,840 | 144,784 |
| 3,253 | 1,076 | | 5,341 | | 3,181 | 10,646 | 124,983 |
| 1,779 | | | 4,125 | | | 10,150 | 134,561 |
| 1,403 | | | 16,340 | | | 17,910 | 155,244 |
| | | | 46,893 | | 1,784 | 5,352 | 291,524 |
| | | | 46,306 | | | 8,699 | 408,388 |
| | | | 45,683 | | | 11,881 | 466,330 |
| | | | 46,194 | | | 9,987 | 479,763 |
| | | | 45,486 | | | 7,755 | 461,654 |
| | | | 45,483 | | | 8,874 | 450,623 |
| | | | 43,415 | | | 10,814 | 421,176 |
| | | | 11,210 | | | 9,030 | 284,878 |
| | | | 10,690 | | | 10,896 | 184,826 |
| | | | 6,877 | | | 2,393 | 83,819 |
| | | | 3,198 | | | 4,233 | 51,563 |
| | | | 2,335 | | | 1,840 | 38,477 |
| | | | 2,334 | | | 1,840 | 23,244 |
| | | | 2,334 | | | 4,743 | 28,851 |
| | | | 2,334 | | | 1,962 | 17,244 |
| | | | 2,334 | | | 3,548 | 21,360 |
| 1,643 | | | | | | 1,478 | 21,464 |
| 1,641 | | | 7,709 | | | 7,491 | 321,701 |
| 1,645 | | | 12,631 | | | 5,634 | 491,262 |
| 13,798 | 959 | | 3,421 | | | 5,966 | 444,032 |
| 32,939 | 7,073 | | 3,331 | | | 8,635 | 417,866 |
| 42,081 | 10,277 | 4,477 | 3,331 | | 1,379 | 10,444 | 439,588 |
| 51,265 | 28,536 | 3,360 | 5,337 | 5,908 | 1,379 | 11,936 | 511,549 |
| 52,206 | 41,606 | 11,549 | 6,516 | | | 13,959 | 543,848 |
| 56,766 | 48,988 | 14,453 | 13,473 | 6,621 | | 12,899 | 617,210 |
| 64,098 | 58,632 | 26,645 | 76,310 | | 1,483 | 12,662 | 800,042 |
| 67,575 | 63,720 | 26,715 | 101,300 | | 1,483 | 11,262 | 913,730 |
| 69,170 | 63,622 | 26,707 | 115,471 | | 1,482 | 16,026 | 984,293 |
| 64,283 | 65,749 | 23,184 | 123,342 | | 1,483 | 16,928 | 1,101,893 |
| 58,616 | 60,739 | 21,533 | 126,668 | | 1,483 | 19,560 | 1,125,834 |
| 54,015 | 60,739 | 21,537 | 131,283 | | 1,483 | 18,362 | 1,153,333 |
| 44,980 | 60,739 | 21,541 | 132,788 | | 1,483 | 16,242 | 1,162,594 |
| 34,972 | 49,475 | 17,888 | 134,247 | | 1,483 | 14,495 | 1,236,406 |
| 34,976 | 44,972 | 17,891 | 135,758 | | 1,483 | 11,145 | 1,316,639 |
| 34,369 | 41,397 | 16,894 | 138,782 | | 1,483 | 5,372 | 1,181,717 |
| 30,869 | 31,334 | 16,694 | 136,912 | | 1,483 | 7,626 | 1,197,939 |
| 21,211 | 27,520 | 15,670 | 131,885 | | 7 | 7,642 | 1,219,751 |
| 17,162 | 24,344 | 15,663 | 132,283 | | | 5,124 | 1,274,177 |
| 12,162 | 22,014 | 15,668 | 118,916 | | 7 | 22,680 | 1,275,982 |
| 7,643 | 13,289 | 15,668 | 100,683 | | 7 | 28,823 | 1,256,406 |
| 7,643 | 12,049 | 15,668 | 100,100 | | 6 | 35,711 | 1,243,397 |
| 7,421 | 9,144 | 13,496 | 95,703 | | 6 | 35,296 | 1,231,038 |
| 7,421 | 9,144 | 13,497 | 88,467 | | 6,355 | 29,408 | 1,200,558 |
| 7,421 | 9,144 | 11,497 | 83,670 | | 6 | 36,062 | 1,186,434 |

**STOCK OF RYE AND BARLEY IN STORE AT ST. LOUIS AND
EAST ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES,
AT THE CLOSE OF EACH WEEK DURING 1913.**

| RYE. | | | | | | | BARLEY |
|----------------------|--------|--------|--------|--------|--------------|---------------------------|------------------------------|
| SATURDAY EVENING. | No. 1. | No. 2. | No. 3. | No. 4. | No Grade. | Total Rye, Bushels. | Total Barley, Bushels. |
| Jan. 4..... | | 13,386 | 4,300 | 2,373 | 697 | 20,756 | |
| 11..... | | 13,116 | 4,300 | 2,373 | 697 | 20,486 | |
| 18..... | | 17,471 | 3,991 | 2,373 | 209 | 24,044 | 1,418 |
| 25..... | | 15,598 | 3,991 | 2,373 | 697 | 22,659 | 15,727 |
| Feb. 1..... | | 13,399 | 3,991 | 2,373 | | 19,763 | 10,785 |
| 8..... | | 13,066 | 3,991 | 3,226 | | 20,283 | 11,611 |
| 15..... | | 11,884 | 2,127 | 1,464 | | 15,475 | 11,611 |
| 22..... | | 10,406 | | | | 12,998 | 12,618 |
| Mar. 1..... | | 6,737 | 2,592 | | | 9,329 | 12,618 |
| 8..... | | 9,863 | 3,611 | | | 13,474 | 12,618 |
| 15..... | | 9,148 | 3,011 | | | 12,159 | 12,585 |
| 22..... | | 6,690 | 1,618 | | | 8,308 | 13,206 |
| 29..... | | 6,870 | 150 | | | 7,020 | 13,206 |
| Apr. 5..... | | 2,974 | 1,296 | | | 4,270 | 11,956 |
| 12..... | | 3,917 | 1,296 | | | 5,213 | 9,837 |
| 19..... | | 4,033 | 1,220 | 71 | | 5,324 | 8,280 |
| 26..... | | 10,389 | 1,146 | | | 11,535 | 2,967 |
| May 3..... | | 8,346 | 882 | | | 9,228 | 2,011 |
| 10..... | | 6,731 | | | | 6,731 | 1,753 |
| 17..... | | 5,731 | 2,356 | | | 8,087 | 1,623 |
| 24..... | | 5,217 | 3,195 | | | 9,573 | 1,137 |
| 31..... | | 1,542 | 3,195 | | | 4,737 | 1,137 |
| June 7..... | | 5,609 | 1,000 | | | 6,609 | 1,137 |
| 14..... | | 5,610 | 1,000 | 268 | | 6,878 | 1,137 |
| 21..... | | 4,105 | 1,000 | 1,159 | | 6,264 | 1,137 |
| 28..... | | 3,167 | 1,000 | | | 4,167 | 1,156 |
| July 5..... | | 2,889 | 1,000 | 890 | | 4,779 | 1,156 |
| 12..... | | 667 | 1,000 | | 28 | 1,695 | 1,156 |
| 19..... | | 1,639 | 1,819 | | 652 | 4,410 | 1,989 |
| 26..... | | 2,868 | 1,819 | | 628 | 6,315 | 2,934 |
| Aug. 2..... | | 4,186 | 5,584 | 404 | | 10,802 | 4,104 |
| 9..... | | 10,420 | 4,692 | 2,437 | 1,705 | 19,254 | 8,199 |
| 16..... | | 12,428 | 5,384 | | | 17,812 | 8,200 |
| 23..... | | 25,282 | 3,769 | | 1,249 | 30,300 | 8,199 |
| 30..... | | 27,755 | 3,472 | | 1,240 | 32,467 | 9,439 |
| Sept. 6..... | | 29,827 | 4,548 | 1,005 | 2,407 | 37,787 | 9,439 |
| 13..... | | 34,687 | 4,549 | 1,782 | 1,338 | 42,353 | 10,346 |
| 20..... | | 28,776 | 3,108 | 1,005 | | 32,889 | 9,439 |
| 27..... | | 25,361 | 2,510 | 1,005 | | 28,876 | 8,199 |
| Oct. 4..... | | 24,191 | 2,509 | 1,005 | | 27,705 | 9,639 |
| 11..... | | 13,683 | 2,510 | 1,005 | | 17,198 | 19,625 |
| 18..... | | 15,932 | 2,509 | 1,006 | | 19,447 | 29,314 |
| 25..... | | 20,150 | 4,968 | 1,005 | | 26,123 | 36,927 |
| Nov. 1..... | | 18,802 | 3,007 | 1,006 | | 22,815 | 50,131 |
| 8..... | | 16,463 | 7,992 | 1,006 | | 25,460 | 52,784 |
| 15..... | | 18,392 | 7,993 | 1,005 | | 27,390 | 42,518 |
| 22..... | | 18,392 | 11,653 | 1,005 | | 31,050 | 39,503 |
| 29..... | | 19,010 | 12,273 | 1,005 | | 32,288 | 49,539 |
| Dec. 6..... | | 19,010 | 10,502 | 1,006 | | 30,518 | 46,555 |
| 13..... | | 19,206 | 10,502 | 1,006 | | 30,714 | 46,555 |
| 20..... | | 25,430 | 10,502 | 1,006 | | 36,938 | 47,730 |
| 27..... | | 20,789 | 14,780 | 4,590 | | 40,159 | 40,699 |

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1913.

| 1913 | | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley, bushels. |
|-----------|--------|--------------------|-------------------|-------------------|------------------|---------------------|
| January | 4.... | 3,154,935 | 122,095 | 155,270 | 20,766 | ..... |
| | 11.... | 3,150,273 | 100,050 | 163,640 | 20,436 | ..... |
| | 18.... | 2,998,486 | 87,913 | 144,085 | 24,044 | 1,418 |
| February | 25.... | 2,665,002 | 83,891 | 145,900 | 22,659 | 722 |
| | 1.... | 2,633,497 | 105,448 | 144,734 | 19,763 | 15,727 |
| | 8.... | 2,616,701 | 119,179 | 124,983 | 20,283 | 10,785 |
| March | 15.... | 2,528,735 | 209,912 | 134,561 | 15,475 | 11,611 |
| | 22.... | 2,538,751 | 287,112 | 155,244 | 12,998 | 11,611 |
| | 1.... | 2,518,544 | 386,165 | 281,524 | 9,329 | 12,618 |
| April | 8.... | 2,401,187 | 417,126 | 408,388 | 13,474 | 12,618 |
| | 15.... | 2,247,729 | 371,348 | 466,330 | 12,159 | 12,585 |
| | 22.... | 2,175,963 | 329,614 | 479,763 | 8,308 | 13,206 |
| May | 29.... | 1,991,570 | 284,401 | 461,654 | 7,020 | 13,206 |
| | 1.... | 1,886,289 | 231,862 | 450,623 | 4,270 | 11,956 |
| | 12.... | 1,753,068 | 218,547 | 421,176 | 5,213 | 9,280 |
| June | 19.... | 1,597,605 | 136,643 | 284,878 | 5,324 | 8,230 |
| | 26.... | 1,268,761 | 95,888 | 184,826 | 11,535 | 2,067 |
| | 3.... | 1,099,897 | 86,043 | 83,819 | 9,228 | 2,011 |
| July | 10.... | 943,404 | 71,678 | 51,563 | 6,731 | 1,752 |
| | 17.... | 886,926 | 66,504 | 38,477 | 8,087 | 1,623 |
| | 24.... | 734,310 | 49,850 | 23,244 | 9,573 | 1,137 |
| August | 31.... | 597,634 | 112,584 | 28,851 | 4,737 | 1,137 |
| | 7.... | 471,051 | 125,808 | 17,244 | 6,609 | 1,137 |
| | 14.... | 430,638 | 390,751 | 21,360 | 6,878 | 1,137 |
| September | 21.... | 370,037 | 467,414 | 21,464 | 6,264 | 1,137 |
| | 28.... | 224,574 | 459,520 | 321,701 | 4,167 | 1,156 |
| | 5.... | 204,719 | 365,556 | 491,262 | 4,779 | 1,156 |
| October | 12.... | 418,749 | 237,254 | 444,032 | 1,695 | 1,156 |
| | 19.... | 568,627 | 149,778 | 417,866 | 4,410 | 1,989 |
| | 26.... | 1,085,651 | 115,310 | 439,588 | 6,315 | 2,934 |
| November | 2.... | 1,523,864 | 107,818 | 511,549 | 10,802 | 4,104 |
| | 9.... | 2,036,733 | 115,370 | 543,848 | 19,254 | 8,199 |
| | 16.... | 2,374,383 | 81,997 | 617,210 | 17,812 | 8,200 |
| December | 23.... | 2,521,336 | 86,853 | 800,042 | 30,300 | 8,199 |
| | 30.... | 2,672,766 | 120,426 | 913,730 | 32,467 | 9,439 |
| | 6.... | 2,692,990 | 198,622 | 984,293 | 37,787 | 9,439 |
| January | 13.... | 2,534,042 | 181,111 | 1,101,893 | 42,353 | 10,346 |
| | 20.... | 2,500,211 | 195,916 | 1,125,834 | 32,889 | 9,439 |
| | 27.... | 2,321,934 | 186,224 | 1,153,333 | 28,876 | 8,199 |
| February | 4.... | 2,122,691 | 164,428 | 1,162,594 | 27,705 | 9,639 |
| | 11.... | 2,002,607 | 153,198 | 1,236,406 | 17,198 | 19,625 |
| | 18.... | 1,957,668 | 137,407 | 1,316,639 | 19,447 | 29,314 |
| March | 25.... | 1,686,635 | 167,124 | 1,181,717 | 26,123 | 36,927 |
| | 1.... | 1,701,364 | 204,740 | 1,197,939 | 22,815 | 50,131 |
| | 8.... | 1,888,534 | 148,801 | 1,219,751 | 25,460 | 52,784 |
| April | 15.... | 2,006,051 | 104,622 | 1,274,177 | 27,390 | 42,518 |
| | 22.... | 2,009,110 | 94,131 | 1,275,982 | 31,050 | 39,503 |
| | 29.... | 1,893,802 | 79,240 | 1,256,406 | 32,288 | 49,539 |
| May | 6.... | 1,742,536 | 83,777 | 1,243,397 | 30,518 | 46,555 |
| | 13.... | 1,573,293 | 71,345 | 1,231,038 | 30,714 | 46,555 |
| | 20.... | 1,644,649 | 129,880 | 1,200,558 | 36,938 | 47,730 |
| | 27.... | 1,765,604 | 252,873 | 1,186,434 | 40,159 | 40,699 |

VISIBLE SUPPLY OF GRAIN FOR 1913

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN TRANSIT DURING 1913, AS REPORTED BY THE
CHICAGO BOARD OF TRADE.

| 1913 | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley, bushels. |
|-----------------|--------------------|-------------------|-------------------|------------------|---------------------|
| January 4.... | 65,342,000 | 5,879,000 | 8,457,000 | 1,719,000 | 3,610,000 |
| 11.... | 66,187,000 | 6,824,000 | 8,792,000 | 1,810,000 | 3,647,000 |
| 18.... | 66,824,000 | 7,652,000 | 9,316,000 | 1,619,000 | 3,286,000 |
| 25.... | 65,019,000 | 9,290,000 | 9,815,000 | 1,535,000 | 3,211,000 |
| February 1.... | 64,913,000 | 9,717,000 | 9,646,000 | 1,469,000 | 2,711,000 |
| 8.... | 64,990,000 | 12,336,000 | 10,869,000 | 1,438,000 | 2,786,000 |
| 15.... | 64,584,000 | 14,235,000 | 11,053,000 | 1,396,000 | 2,614,000 |
| 22.... | 63,735,000 | 16,576,000 | 11,425,000 | 1,311,000 | 2,601,000 |
| March 1.... | 63,786,000 | 17,918,000 | 12,343,000 | 1,202,000 | 2,335,000 |
| 8.... | 63,231,000 | 20,053,000 | 12,837,000 | 1,168,000 | 2,516,000 |
| 15.... | 62,248,000 | 21,191,000 | 12,845,000 | 1,121,000 | 2,403,000 |
| 22.... | 60,486,000 | 22,080,000 | 12,923,000 | 1,071,000 | 2,363,000 |
| 29.... | 58,996,000 | 21,494,000 | 13,115,000 | 1,063,000 | 2,558,000 |
| April 5.... | 56,771,000 | 19,726,000 | 12,254,000 | 912,000 | 2,635,000 |
| 12.... | 55,457,000 | 17,419,000 | 11,549,000 | 832,000 | 2,613,000 |
| 19.... | 52,995,000 | 12,353,000 | 10,436,000 | 723,000 | 2,631,000 |
| 26.... | 50,823,000 | 9,445,000 | 9,483,000 | 742,000 | 2,653,000 |
| May 3.... | 47,157,000 | 7,270,000 | 8,704,000 | 684,000 | 1,706,000 |
| 10.... | 45,567,000 | 5,813,000 | 8,106,000 | 678,000 | 1,798,000 |
| 17.... | 42,855,000 | 4,330,000 | 7,308,000 | 590,000 | 1,770,000 |
| 24.... | 40,063,000 | 2,644,000 | 6,542,000 | 572,000 | 1,627,000 |
| 31.... | 37,940,000 | 2,549,000 | 8,105,000 | 503,000 | 1,259,000 |
| June 7.... | 34,652,000 | 4,397,000 | 8,456,000 | 506,000 | 1,259,000 |
| 14.... | 32,951,000 | 7,332,000 | 9,229,000 | 422,000 | 1,092,000 |
| 21.... | 31,372,000 | 9,663,000 | 11,927,000 | 359,000 | 1,066,000 |
| 28.... | 30,163,000 | 11,479,000 | 14,756,000 | 448,000 | 1,478,000 |
| July 5.... | 29,470,000 | 11,655,000 | 15,838,000 | 342,000 | 1,211,000 |
| 12.... | 28,957,000 | 11,277,000 | 17,681,000 | 421,000 | 1,605,000 |
| 19.... | 29,390,000 | 9,670,000 | 17,895,000 | 429,000 | 1,641,000 |
| 26.... | 33,081,000 | 7,817,000 | 17,641,000 | 375,000 | 1,487,000 |
| August 2.... | 37,677,000 | 6,389,000 | 17,131,000 | 382,000 | 1,319,000 |
| 9.... | 41,545,000 | 5,221,000 | 17,157,000 | 468,000 | 1,284,000 |
| 16.... | 44,426,000 | 3,583,000 | 19,834,000 | 511,000 | 1,348,000 |
| 23.... | 44,689,000 | 2,617,000 | 22,500,000 | 683,000 | 1,400,000 |
| 30.... | 44,530,000 | 2,612,000 | 24,662,000 | 674,000 | 1,822,000 |
| September 6.... | 45,075,000 | 3,210,000 | 27,542,000 | 805,000 | 2,172,000 |
| 13.... | 46,505,000 | 5,301,000 | 28,637,000 | 965,000 | 3,477,000 |
| 20.... | 49,487,000 | 6,405,000 | 31,130,000 | 1,241,000 | 4,114,000 |
| 27.... | 49,026,000 | 7,308,000 | 31,398,000 | 1,391,000 | 4,509,000 |
| October 4.... | 52,061,000 | 8,122,000 | 30,718,000 | 1,549,000 | 3,967,000 |
| 11.... | 54,491,000 | 8,311,000 | 32,371,000 | 1,685,000 | 4,772,000 |
| 18.... | 55,743,000 | 7,352,000 | 31,755,000 | 1,755,000 | 5,762,000 |
| 25.... | 53,502,000 | 7,075,000 | 31,839,000 | 1,866,000 | 4,855,000 |
| November 1.... | 55,105,000 | 6,206,000 | 31,684,000 | 2,032,000 | 5,197,000 |
| 8.... | 56,282,000 | 4,929,000 | 31,164,000 | 2,193,000 | 4,507,000 |
| 15.... | 60,984,000 | 3,524,000 | 31,136,000 | 2,236,000 | 5,763,000 |
| 22.... | 59,730,000 | 2,334,000 | 30,239,000 | 2,307,000 | 5,544,000 |
| 29.... | 58,868,000 | 2,026,000 | 29,664,000 | 2,299,000 | 5,549,000 |
| December 6.... | 62,939,000 | 2,352,000 | 28,902,000 | 2,284,000 | 5,226,000 |
| 13.... | 60,993,000 | 2,674,000 | 27,222,000 | 2,325,000 | 5,974,000 |
| 20.... | 62,369,000 | 4,856,000 | 26,492,000 | 2,359,000 | 5,828,000 |
| 27.... | 63,473,000 | 7,923,000 | 26,764,000 | 2,329,000 | 5,895,000 |

VISIBLE SUPPLY OF GRAIN FOR 1912

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN TRANSIT DURING 1912, AS REPORTED BY THE
CHICAGO BOARD OF TRADE.

| 1912 | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley. bushels. |
|-----------|--------------------|-------------------|-------------------|------------------|---------------------|
| January | 6 66,002,000 | 5,384,000 | 18,141,000 | 1,363,000 | 3,331,000 |
| | 13 63,979,000 | 5,238,000 | 16,961,000 | 1,255,000 | 3,047,000 |
| | 20 62,490,000 | 4,770,000 | 16,226,000 | 1,122,000 | 3,142,000 |
| | 27 61,210,000 | 5,522,000 | 15,022,000 | 1,107,000 | 2,389,000 |
| February | 3 60,425,000 | 6,900,000 | 14,335,000 | 1,009,000 | 2,716,000 |
| | 10 59,816,000 | 10,113,000 | 14,293,000 | 1,066,000 | 2,894,000 |
| | 17 58,438,000 | 11,330,000 | 13,598,000 | 1,082,000 | 2,806,000 |
| | 24 57,573,000 | 13,301,000 | 13,992,000 | 1,047,000 | 2,659,000 |
| March | 2 57,080,000 | 14,257,000 | 14,366,000 | 1,003,000 | 2,661,000 |
| | 9 55,748,000 | 15,144,000 | 14,236,000 | 984,000 | 2,652,000 |
| | 16 54,380,000 | 15,638,000 | 13,719,000 | 939,000 | 2,619,000 |
| | 23 53,283,000 | 15,971,000 | 13,631,000 | 940,000 | 2,418,000 |
| | 30 51,042,000 | 15,914,000 | 13,429,000 | 828,000 | 2,243,000 |
| April | 6 49,767,000 | 14,790,000 | 13,111,000 | 881,000 | 2,585,000 |
| | 13 47,960,000 | 8,152,000 | 12,892,000 | 771,000 | 1,626,000 |
| | 20 46,160,000 | 10,586,000 | 11,993,000 | 680,000 | 1,517,000 |
| | 27 43,843,000 | 8,012,000 | 11,991,000 | 713,000 | 1,339,000 |
| May | 4 41,722,000 | 7,490,000 | 9,957,000 | 651,000 | 1,003,000 |
| | 11 38,156,000 | 6,471,000 | 9,469,000 | 589,000 | 1,001,000 |
| | 18 34,568,000 | 6,528,000 | 8,834,000 | 568,000 | 861,000 |
| | 25 32,226,000 | 5,797,000 | 8,692,000 | 559,000 | 848,000 |
| June | 1 30,847,000 | 5,699,000 | 8,052,000 | 544,000 | 571,000 |
| | 8 28,410,000 | 6,427,000 | 6,397,000 | 524,000 | 572,000 |
| | 15 26,368,000 | 8,172,000 | 4,785,000 | 495,000 | 642,000 |
| | 22 24,750,000 | 8,791,000 | 4,531,000 | 459,000 | 595,000 |
| | 29 23,350,000 | 8,204,000 | 3,690,000 | 427,000 | 502,000 |
| July | 6 21,393,000 | 7,355,000 | 3,210,000 | 432,000 | 489,000 |
| | 13 20,183,000 | 6,373,000 | 2,498,000 | 403,000 | 430,000 |
| | 20 17,982,000 | 4,802,000 | 1,675,000 | 335,000 | 386,000 |
| | 27 18,054,000 | 3,636,000 | 1,034,000 | 303,000 | 384,000 |
| August | 3 18,841,000 | 2,451,000 | 991,000 | 243,000 | 338,000 |
| | 10 18,083,000 | 2,852,000 | 1,210,000 | 244,000 | 295,000 |
| | 17 18,245,000 | 2,230,000 | 2,101,000 | 291,000 | 350,000 |
| | 24 18,664,000 | 1,573,000 | 3,151,000 | 288,000 | 485,000 |
| | 31 19,586,000 | 1,823,000 | 4,160,000 | 441,000 | 960,000 |
| September | 7 22,690,000 | 1,442,000 | 5,538,000 | 607,000 | 1,184,000 |
| | 14 26,679,000 | 1,768,000 | 6,837,000 | 706,000 | 1,460,000 |
| | 21 30,132,000 | 2,368,000 | 8,799,000 | 827,000 | 1,864,000 |
| | 28 31,658,000 | 3,101,000 | 9,260,000 | 1,062,000 | 2,217,000 |
| October | 5 32,683,000 | 2,947,000 | 9,556,000 | 1,103,000 | 2,708,000 |
| | 12 34,417,000 | 3,573,000 | 9,412,000 | 1,122,000 | 2,979,000 |
| | 19 36,668,000 | 3,224,000 | 9,129,000 | 987,000 | 3,310,000 |
| | 26 39,176,000 | 3,040,000 | 8,711,000 | 1,097,000 | 4,269,000 |
| November | 2 41,712,000 | 2,689,000 | 10,552,000 | 1,256,000 | 4,129,000 |
| | 9 45,366,000 | 2,216,000 | 11,574,000 | 1,342,000 | 4,280,000 |
| | 16 52,036,000 | 1,863,000 | 12,583,000 | 1,656,000 | 4,624,000 |
| | 23 55,370,000 | 1,535,000 | 12,001,000 | 1,649,000 | 4,174,000 |
| | 30 55,400,000 | 1,525,000 | 10,774,000 | 1,888,000 | 4,051,000 |
| December | 7 61,277,000 | 1,896,000 | 10,082,000 | 1,760,000 | 4,073,000 |
| | 14 61,398,000 | 2,443,000 | 9,205,000 | 1,871,000 | 3,611,000 |
| | 21 61,314,000 | 3,789,000 | 8,421,000 | 2,047,000 | 3,735,000 |
| | 28 63,168,000 | 5,223,000 | 8,532,000 | 1,801,000 | 3,422,000 |

MISSOURI CROP REVIEW FOR 1913.

By W. L. NELSON, Assistant Secretary, Missouri State Board of Agriculture.

The total value of Missouri farm crops for the year 1913 is \$175,787,126. This is according to estimates based upon reports made to the Missouri State Board of Agriculture by its more than 600 correspondents. In this estimate only the ordinary field crops and vegetables are included. No account is taken of live stock, wool, dairy products, poultry, orchard products and many other items that go to make up the wealth of the Missouri farmer. The figures are as follows.

Corn, 7,537,270 acres; 132,748,541 bushels; \$97,169,769. Wheat, 2,020,330 acres; 35,390,833 bushels; \$28,505,846. Oats, 656,182 acres; 14,949,532 bushels; \$6,280,173. Prairie hay, 127,963 acres; 100,955 tons; \$1,163,236. Tame hay and forage, 2,142,762 acres; 2,175,735 tons; \$29,063,473. Flax, 9,341 acres; 48,573 bushels; \$55,859. Rye, 7,510 acres; 106,642 bushels; \$88,513. Buckwheat, 1,083 acres; 11,155 bushels; \$10,932. Barley, 620 acres; 11,160 bushels; \$8,928. Broom corn, 1,819 acres; 649,383 pounds; \$35,662. Cotton, 51,432 acres; 15,429,600 pounds; \$1,851,552. Potatoes, 31,252 acres; 1,156,324 bushels; \$1,133,198. Tobacco, 3,518 acres; 1,861,022 pounds; \$260,543. Sorghum seed, 12,461 acres; 168,223 bushels; \$195,139. Sorghum syrup, 12,461 acres; 760,121 gallons; \$448,471. Clover seed, 12,626 acres; 18,055 bushels; \$158,342. Timothy seed, 5,769 acres; 16,153 bushels; \$47,490. Kaffir, millet, cowpeas, bluegrass and soy beans, etc., \$5,100,000. Miscellaneous vegetables, \$4,210,000.

The total value of the 1913 crop is only about \$12,000,000 less than was that of 1912, which was figured at \$188,129,500. However, the yield of all crops except wheat and rye is lower. The loss in value would be greater but for the higher prices now prevailing. It should be understood though that mere figures do not make feed, and as practically all the corn, as well as some other crops, is fed on the farms the final value must be determined by the returns from live stock. Fortunately for the fertility of our farms and for the permanency of our agriculture, Missouri is not a grain selling state. With well-bred live stock of all kinds, we have found it profitable to market our corn and hay, most of our oats and much of our wheat "on foot."

CORN.

The 1913 corn crop of 132,748,541 bushels, while more than 100,000,000 bushels short of the 1912 crop of 243,042,951 bushels, is much larger than

for some other unfavorable years. It is more than twice as large as was the crop of 1901, which amounted to but 61,667,000 bushels. According to the Government's preliminary estimate, it is more than five times as much as the Kansas crop of the present year, nearly three times that of Arkansas, and two and a half times that of Oklahoma. The yield for the entire State of Missouri is placed at 17.6 bushels per acre, as compared with 31.9 one year ago. By sections, the average yield is: Northeast, 17.2; northwest, 21.5; central, 19.3; southwest, 10.2; southeast, 17.6. Total yield, by sections, is: Northeast, 26,229,235 bushels; northwest, 44,537,794; central, 24,715,311; southwest, 17,571,439; southeast, 19,696,762. Counties having the highest estimated yield per acre are. Carroll, 30; Livingston, 28; Howard, 30; Saline, 26; Cape Girardeau, 28; Dunklin, 26; Mississippi, 30; Ste. Genevieve, 28, and Scott, 27. Owing to the excessive heat and the lack of rainfall over much of the State during the latter part of the crop growing season, many of the best corn counties fell much below their average yield, while ten counties grew less than 10 bushels per acre. Counties growing more than 3,000,000 bushels of corn are: Atchison, 3,120,540; Carroll, 3,254,460; Livingston, 3,489,472; Nodaway, 3,449,000, and Saline, 3,722,732. The average farm price of corn for the State is estimated at 73.1 cents per bushel. By sections the price shows: Northeast, 74.8 cents; northwest, 70.8 cents; central, 74.4 cents; southwest, 76.4 cents; southeast, 72.5 cents. Quality of corn is reported as 64 for the State, being highest in the northwest, where it is 69, and lowest in the southwest, where it is 55. It is estimated that 75 per cent of the crop has been gathered. Much of it went into shock or silo. The open weather that has prevailed has meant a great saving of feed and with an early spring there will be no serious corn shortage.

WHEAT.

The Missouri wheat yield for 1913, as previously reported, was 35,390,800 bushels, being 13,844,113 bushels more than for the year 1912. The average yield on 2,020,300 acres was 17.5 bushels. The acreage seeded for the 1914 crop is seven per cent larger than for 1913, being 2,156,637 acres. The condition of the growing crop is 100 for the State. By sections, it is. Northeast, 97; northwest, 97; central, 103; southwest, 107; southeast, 100. It is, of course, understood that 100 as here used does not mean perfect, but indicates a most satisfactory condition. The present average farm price of wheat, as reported, is 84 cents per bushel.

OATS.

Of 891,489 acres estimated as having been seeded to oats in the spring of 1913, but 656,182 acres made sufficient growth to be cut and threshed in the usual way. The remainder of the crop was pastured or harvested as hay. The yield of the part of the crop threshed was 22.7

bushels per acre, as compared with 31.3 bushels for the entire crop of 1912. By sections, the yield for 1913 shows: Northeast, 21.2 bushels; northwest, 29.8; central, 15.6; southwest, 19.3; southeast, 17.5. The 1913 yield of threshed oats is estimated at 14,949,532 bushels, worth at the average State price of 42 cents per bushel, \$6,280,173. This does not take into consideration the value of oats pastured or harvested as hay. The total oat crop of 1912 was 29,488,490 bushels, valued at \$9,632,205. Owing to the open season and to the fact that many fields of oats were not harvested in the usual way, the growth of volunteer oats has in many places been sufficient to provide some fall pasture.

TAME HAY AND FORAGE.

Tame hay and forage acreage harvested in 1913 is estimated at 2,142,762 acres. This is about 11 per cent less than in 1912, when it was 2,414,889 acres. The yield shows a much larger decrease, being but 2,175,735 tons as compared with 3,333,862 in 1912. The average estimated yield for the present year is approximately one ton (1.015) per acre for all cuttings combined. The yield in 1912 was 1.3 tons per acre. The value of the present crop, figured at \$13.36 per ton, is \$29,063,473.

OTHER CROPS.

Almost without exception the unfavorable season of 1913 cut short the yield of all minor crops.

The prairie hay crop, harvested from 127,963 acres, amounted to 100,955 tons, valued at \$1,163,236. The 1912 crop, harvested from 142,730 acres, amounted to 167,098 tons, valued at \$1,400,700.

Flax shows a decrease of eight per cent in acreage; yield 5.2 bushels as compared with 7 bushels last year; price, \$1.15 per bushel.

Rye acreage was one per cent larger than in 1912; yield, 14.2 bushels; price, 83 cents.

Buckwheat acreage was 10 per cent less than last year; yield, 10.3 bushels; price, 98 cents.

Barley acreage shows loss of 15 per cent; yield, 18 bushels; price, 80 cents.

Broom corn acreage is but little more than half—53 per cent—that of 1912. The yield is also less, being but 357 pounds as compared with 510 pounds last year. Price, \$110 per ton, as compared with \$79 last year.

Cotton acreage shows a loss of 14 per cent; yield, 300 pounds as compared with 424 last year. Price, 12 cents per pound.

Irish potato acreage was 39 per cent less than 1912; yield, 37 bushels as against 81 last year; price, 98 cents.

Tobacco acreage is decreased 32 per cent as compared with 1912; yield, 529 pounds as against 946 one year ago; price, 14 cents.

Sorghum syrup and seed show a decrease in acreage of 36 per cent. Yield of syrup, 61 gallons per acre; price, 59 cents; yield of seed, 13.5 bushels; price, \$1.16.

Clover seed acreage was but 15 per cent short of that of 1912; yield, 1.43 bushels; price, \$8.77.

Timothy seed acreage as compared with unusually large crop of 1912, was but 31 per cent; yield, 2.8 bushels; price, \$2.94.

The value of kaffir, millet, cowpeas, soy beans, bluegrass seed and other similar crops is estimated at \$5,100,000 as compared with \$4,440,000 in 1912. Miscellaneous vegetables are valued at \$6,210,000. Last year the estimated value was \$7,325,000.

CROPS OF MISSOURI BY COUNTIES IN 1913.

| COUNTY. | Wheat, Bushels. | Corn, Bushels. | Oats, Bushels. | Hay and Forage, Tons. |
|---------------------|--------------------|-------------------|-------------------|-----------------------------|
| Adair..... | 17,808 | 1,604,988 | 254,304 | 52,654 |
| Audrain..... | 135,080 | 2,274,320 | 137,841 | 14,172 |
| Andrew..... | 302,406 | 2,442,176 | 183,060 | 33,625 |
| Atchison..... | 301,160 | 3,120,540 | 509,356 | 40,286 |
| Barry..... | 402,585 | 806,225 | 78,318 | 9,326 |
| Barton..... | 164,798 | 813,440 | 91,970 | 4,668 |
| Bates..... | 472,036 | 1,134,469 | 173,260 | 30,469 |
| Benton..... | 210,902 | 648,450 | 46,431 | 5,864 |
| Bollinger..... | 86,064 | 658,076 | 27,132 | 13,035 |
| Boone..... | 453,900 | 2,381,236 | 129,372 | 17,649 |
| Buchanan..... | 616,455 | 1,421,266 | 164,384 | 22,462 |
| Butler..... | 15,990 | 587,385 | 2,445 | 8,254 |
| Caldwell..... | 136,321 | 1,696,515 | 465,344 | 26,281 |
| Callaway..... | 491,470 | 2,385,280 | 46,280 | 19,054 |
| Camden..... | 72,015 | 515,968 | 1,188 | 9,006 |
| Cape Girardeau..... | 532,176 | 1,281,420 | 80,440 | 5,014 |
| Carroll..... | 1,342,800 | 3,254,460 | 303,075 | 40,203 |
| Carter..... | 6,672 | 153,459 | 1,870 | 1,796 |
| Cass..... | 318,048 | 828,486 | 266,240 | 35,563 |
| Cedar..... | 186,496 | 532,288 | 48,330 | 7,858 |
| Chariton..... | 519,520 | 2,288,902 | 302,540 | 27,222 |
| Christian..... | 232,736 | 693,040 | 88,616 | 3,882 |
| Clark..... | 214,767 | 1,328,474 | 518,284 | 42,661 |
| Clay..... | 200,934 | 1,399,752 | 106,890 | 15,331 |
| Clinton..... | 148,380 | 1,585,063 | 566,440 | 23,382 |
| Cole..... | 336,384 | 557,935 | 15,720 | 7,355 |
| Cooper..... | 771,300 | 1,839,678 | 113,205 | 15,732 |
| Crawford..... | 135,520 | 411,104 | 3,808 | 5,983 |
| Dade..... | 299,166 | 697,545 | 61,632 | 5,818 |
| Dallas..... | 123,955 | 493,176 | 19,740 | 7,167 |
| Davies..... | 281,580 | 2,552,991 | 367,648 | 32,318 |
| DeKalb..... | 187,068 | 1,251,210 | 397,256 | 27,969 |
| Dent..... | 117,864 | 266,406 | 3,240 | 4,047 |
| Douglas..... | 70,668 | 463,672 | 3,780 | 5,086 |
| Dunklin..... | 25,504 | 1,361,542 | 14,160 | 9,938 |
| Franklin..... | 1,063,890 | 978,318 | 34,902 | 20,084 |
| Gasconade..... | 430,065 | 495,600 | 8,100 | 9,824 |
| Gentry..... | 132,720 | 2,086,980 | 229,216 | 41,959 |
| Greene..... | 488,610 | 75,522 | 121,540 | 14,338 |
| Grundy..... | 74,734 | 77,531 | 207,744 | 40,788 |
| Harrison..... | 175,559 | 136,137 | 497,023 | 59,580 |
| Henry..... | 257,992 | 134,704 | 237,201 | 9,517 |
| Hickory..... | 97,184 | 30,768 | 272,190 | 5,763 |
| Holt..... | 374,088 | 104,370 | 301,312 | 14,194 |
| Howard..... | 444,924 | 54,494 | 55,620 | 19,486 |
| Howell..... | 47,664 | 46,597 | 16,095 | 10,261 |
| Iron..... | 26,377 | 13,478 | 4,335 | 4,310 |
| Jackson..... | 569,050 | 76,608 | 206,766 | 28,938 |
| Jasper..... | 886,599 | 82,330 | 248,160 | 9,226 |
| Jefferson..... | 438,912 | 33,715 | 8,910 | 9,299 |
| Johnson..... | 508,351 | 138,230 | 248,776 | 34,378 |
| Knox..... | 20,874 | 76,743 | 504,920 | 29,525 |
| Laclede..... | 129,105 | 42,920 | 12,120 | 7,550 |
| Lafayette..... | 1,170,519 | 94,020 | 122,220 | 30,887 |
| Lawrence..... | 653,548 | 53,077 | 113,886 | 8,236 |
| Lewis..... | 181,815 | 71,795 | 366,780 | 89,075 |

CROPS OF MISSOURI BY COUNTIES IN 1913.

| COUNTY. | Wheat. Bushels. | Corn, Bushels. | Oats, Bushels. | Hay and Forage, Tons. |
|---------------------|--------------------|-------------------|-------------------|-----------------------------|
| Lincoln..... | 1,115,100 | 48,569 | 38,320 | 9,338 |
| Linn..... | 85,975 | 81,980 | 331,485 | 73,895 |
| Livingston..... | 316,382 | 124,624 | 371,960 | 42,190 |
| McDonald..... | 152,320 | 29,648 | 47,376 | 6,715 |
| Macon..... | 85,561 | 2,183,094 | 290,906 | 85,732 |
| Madison..... | 60,060 | 300,128 | 5,691 | 3,857 |
| Marion..... | 157,080 | 358,086 | 3,192 | 8,015 |
| Marion..... | 376,380 | 1,077,395 | 84,930 | 12,092 |
| Mercer..... | 64,872 | 1,535,820 | 123,975 | 66,689 |
| Miller..... | 285,530 | 495,118 | 12,624 | 14,656 |
| Mississippi..... | 307,380 | 1,336,580 | 2,079 | 5,862 |
| Moniteau..... | 385,984 | 1,056,500 | 40,560 | 11,873 |
| Monroe..... | 564,080 | 1,630,078 | 199,808 | 20,533 |
| Montgomery..... | 395,408 | 1,217,178 | 41,712 | 6,345 |
| Morgan..... | 325,908 | 738,837 | 16,786 | 10,380 |
| New Madrid..... | 231,300 | 1,280,034 | 2,016 | 4,815 |
| Newton..... | 480,726 | 630,260 | 161,800 | 6,604 |
| Nodaway..... | 586,608 | 3,449,008 | 690,029 | 74,948 |
| Oregon..... | 113,805 | 680,484 | 10,660 | 4,045 |
| Osage..... | 392,896 | 697,176 | 13,500 | 8,500 |
| Ozark..... | 65,880 | 235,270 | 22,040 | 3,959 |
| Pemiscot..... | 84,113 | 574,560 | 1,275 | 2,695 |
| Perry..... | 373,541 | 821,450 | 31,080 | 7,758 |
| Pettis..... | 601,882 | 2,120,988 | 86,592 | 21,139 |
| Phelps..... | 126,711 | 423,780 | 3,262 | 12,814 |
| Pike..... | 571,064 | 1,617,451 | 57,620 | 11,356 |
| Platte..... | 910,600 | 1,393,892 | 149,675 | 21,055 |
| Polk..... | 259,552 | 840,240 | 72,720 | 7,080 |
| Pulaski..... | 43,589 | 356,622 | 2,123 | 5,742 |
| Putnam..... | 37,260 | 1,179,387 | 225,450 | 69,279 |
| Ralls..... | 172,248 | 754,488 | 67,080 | 7,367 |
| Randolph..... | 113,135 | 1,281,813 | 161,772 | 29,664 |
| Ray..... | 458,700 | 2,503,366 | 261,550 | 29,953 |
| Reynolds..... | 12,964 | 327,456 | 3,040 | 3,029 |
| Ripley..... | 20,988 | 308,042 | 12,128 | 7,774 |
| St. Charles..... | 1,316,174 | 983,576 | 14,550 | 15,425 |
| St. Clair..... | 133,968 | 505,584 | 76,653 | 6,054 |
| St. Francois..... | 241,598 | 321,909 | 22,554 | 3,164 |
| Ste. Genevieve..... | 128,280 | 536,042 | 17,510 | 4,361 |
| St. Louis..... | 900,882 | 949,550 | 7,584 | 15,660 |
| Saline..... | 1,343,319 | 836,040 | 78,440 | 42,761 |
| Schuyler..... | 69,786 | 836,040 | 198,540 | 26,326 |
| Scotland..... | 35,560 | 1,083,855 | 473,664 | 36,200 |
| Scott..... | 683,376 | 1,183,437 | 12,397 | 8,152 |
| Shannon..... | 20,376 | 269,325 | 2,136 | 4,501 |
| Shelby..... | 160,608 | 1,370,572 | 253,065 | 22,367 |
| Stoddard..... | 230,064 | 1,391,736 | 31,500 | 18,239 |
| Stone..... | 47,936 | 360,646 | 33,645 | 3,532 |
| Sullivan..... | 14,184 | 1,573,980 | 205,088 | 90,737 |
| Taney..... | 68,790 | 270,608 | 14,350 | 2,941 |
| Texas..... | 213,878 | 671,749 | 2,928 | 6,166 |
| Vernon..... | 144,752 | 1,254,368 | 167,181 | 23,255 |
| Warren..... | 645,810 | 591,675 | 16,644 | 4,706 |
| Washington..... | 178,275 | 453,744 | 8,848 | 3,536 |
| Wayne..... | 40,066 | 646,760 | 6,672 | 7,340 |
| Webster..... | 95,610 | 358,523 | 43,992 | 6,815 |
| Worth..... | 77,658 | 919,569 | 194,160 | 27,402 |
| Wright..... | 71,266 | 580,635 | 9,200 | 13,035 |
| Totals..... | 35,390,833 | 132,748,541 | 14,949,532 | 2,175,735 |

**SUMMARY OF TOTAL YIELD AND VALUE OF FARM CROPS
PRODUCED BY MISSOURI FARMERS IN THE YEAR 1913.**

| | Acreage. | Yield. | Value. |
|---|-----------|-------------|----------------------|
| Corn..... | 7,537,270 | 132,748,541 | \$ 97,169,769 |
| Wheat..... | 2,020,330 | 35,390,833 | 28,505,846 |
| Oats..... | 656,182 | 14,949,532 | 6,280,173 |
| Tame Hay and Forage.... | 2,142,762 | 2,175,735 | 29,063,473 |
| Prairie Hay..... | 127,963 | 100,955 | 1,183,236 |
| Flax..... | 9,241 | 48,573 | 55,859 |
| Rye..... | 7,510 | 106,642 | 88,513 |
| Buckwheat..... | 1,083 | 11,155 | 10,932 |
| Barley..... | 1,620 | 11,160 | 8,928 |
| Broomcorn..... | 1,819 | 649,383 | 25,662 |
| Cotton..... | 51,432 | 15,429,600 | 1,851,552 |
| Potatoes..... | 31,252 | 1,156,324 | 1,133,198 |
| Tobacco..... | 8,518 | 1,861,022 | 260,543 |
| Sorghum Seed..... | 12,461 | 168,223 | 195,139 |
| Sorghum Syrup..... | 12,461 | 760,121 | 448,471 |
| Clover Seed..... | 12,626 | 18,055 | 158,342 |
| Timothy Seed..... | 5,769 | 16,153 | 47,490 |
| Kaffir Corn, Millet, Cow-peas, Castor Beans, etc. | | | 5,100,000 |
| Miscellaneous Vegetables | | | 4,210,000 |
| Total value of all crops..... | | | \$175,787,126 |

**FINAL REVISED ESTIMATES OF THE ACREAGE, PRODUCTION
AND VALUE OF THE CROPS FOR 1911, 1912 AND 1913 BY
DEPARTMENT OF AGRICULTURE, WASHINGTON.**

| CROPS. | ACREAGE. | Production, ¹ | | Farm Value, Dec. 1. | |
|---------------------------|---------------|--------------------------|-----------------|---------------------|----------------|
| | | Per acre | Total. | Per bu. | Total. |
| Corn: | ACRES. | BUSHELS. | BUSHELS. | CENTS. | DOLLARS |
| 1913..... | 105,820,000 | 23.1 | 2,446,988,000 | 69.1 | 1,692,092,000 |
| 1912..... | 107,083,000 | 29.2 | 3,124,746,000 | 48.7 | 1,520,454,000 |
| 1911..... | 105,825,000 | 23.9 | 2,531,488,000 | 61.8 | 1,565,258,000 |
| Winter wheat: | | | | | |
| 1913..... | 31,699,000 | 16.5 | 523,561,000 | 82.9 | 433,995,000 |
| 1912..... | 26,571,000 | 15.1 | 399,919,000 | 80.9 | 323,572,000 |
| 1911..... | 29,162,000 | 14.8 | 430,656,000 | 88.0 | 379,151,000 |
| Spring wheat: | | | | | |
| 1913..... | 18,485,000 | 13.0 | 239,819,000 | 73.4 | 176,127,000 |
| 1912..... | 19,243,000 | 17.2 | 330,348,000 | 70.1 | 231,708,000 |
| 1911..... | 20,381,000 | 9.4 | 190,682,000 | 86.0 | 163,912,000 |
| All wheat: | | | | | |
| 1913..... | 50,184,000 | 15.2 | 763,380,000 | 79.9 | 610,122,000 |
| 1912..... | 45,814,000 | 15.9 | 730,267,000 | 76.0 | 555,280,000 |
| 1911..... | 49,543,000 | 12.5 | 621,338,000 | 87.4 | 543,063,000 |
| Oats: | | | | | |
| 1913..... | 38,399,000 | 29.2 | 1,121,768,000 | 39.2 | 439,596,000 |
| 1912..... | 37,917,000 | 37.4 | 1,418,337,000 | 31.9 | 452,469,000 |
| 1911..... | 37,763,000 | 24.4 | 922,298,000 | 45.0 | 414,663,000 |
| Barley: | | | | | |
| 1913..... | 7,499,000 | 23.8 | 178,189,000 | 53.7 | 95,731,000 |
| 1912..... | 7,530,000 | 29.7 | 223,824,000 | 50.5 | 112,957,000 |
| 1911..... | 7,627,000 | 21.0 | 160,240,000 | 86.9 | 139,182,000 |
| Rye: | | | | | |
| 1913..... | 2,557,000 | 16.2 | 41,381,000 | 63.4 | 26,220,000 |
| 1912..... | 2,117,000 | 16.8 | 35,664,000 | 66.3 | 23,636,000 |
| 1911..... | 2,127,000 | 15.6 | 33,119,000 | 83.2 | 27,557,000 |
| Buckwheat: | | | | | |
| 1913..... | 805,000 | 17.2 | 13,833,000 | 75.5 | 10,445,000 |
| 1912..... | 841,000 | 22.9 | 19,249,000 | 66.1 | 12,720,000 |
| 1911..... | 833,000 | 21.1 | 17,549,000 | 72.6 | 12,735,000 |
| Flaxseed: | | | | | |
| 1913..... | 2,291,000 | 7.8 | 17,853,000 | \$1.20 | 21,399,000 |
| 1912..... | 2,851,000 | 9.8 | 28,073,000 | \$1.15 | 32,202,000 |
| 1911..... | 2,757,000 | 7.0 | 19,370,000 | \$1.82 | 35,272,000 |
| Rice: | | | | | |
| 1913..... | 827,100 | 31.1 | 25,744,000 | 85.8 | 22,090,000 |
| 1912..... | 722,800 | 34.7 | 25,054,000 | 93.5 | 23,423,000 |
| 1911..... | 696,300 | 32.9 | 22,934,000 | 79.7 | 18,274,000 |
| Potatoes: | | | | | |
| 1913..... | 3,668,000 | 90.4 | 331,525,000 | 68.7 | 227,903,000 |
| 1912..... | 3,711,000 | 113.4 | 420,647,000 | 50.5 | 212,550,000 |
| 1911..... | 3,619,000 | 80.9 | 292,737,000 | 79.9 | 233,778,000 |
| Sweet Potatoes: | | | | | |
| 1913..... | 625,000 | 94.5 | 59,057,000 | 72.6 | 42,884,000 |
| 1912..... | 583,000 | 95.2 | 55,479,000 | 72.6 | 40,284,000 |
| 1911..... | 605,000 | 90.1 | 54,538,000 | 75.5 | 41,202,000 |
| Hay: | | | | | |
| 1913..... | 48,954,000 | *1.81 | *64,116,000 | *\$12.43 | 797,077,000 |
| 1912..... | 49,530,000 | *1.47 | *72,691,000 | *\$11.79 | 856,695,000 |
| 1911..... | 48,240,000 | *1.14 | *64,916,000 | *\$14.29 | 784,926,000 |
| Tobacco: | | | | | |
| 1913..... | 1,216,000 | *784.3 | *953,734,000 | *12.8 | 122,481,000 |
| 1912..... | 1,226,000 | *785.5 | *962,855,000 | *10.8 | 104,063,000 |
| 1911..... | 1,013,000 | *893.7 | *905,109,000 | *9.4 | 85,210,000 |
| Cotton: | | | | | |
| 1913..... | 36,011,000 | *181.9 | *13,677,000 | *12.2 | 797,841,000 |
| 1912..... | 34,283,000 | *190.9 | *13,703,000 | *11.9 | 781,806,000 |
| 1911..... | 36,045,000 | *207.7 | *15,693,000 | *8.8 | 660,566,000 |
| Sugar beets: | | | | | |
| 1913..... | 577,000 | *10.11 | *5,834,000 | *\$5.90 | 34,420,000 |
| 1912..... | 555,000 | *9.41 | *5,224,000 | *\$5.82 | 30,406,000 |
| 1911..... | 474,000 | *10.68 | *5,062,000 | *\$5.50 | 27,843,000 |
| Total above crops: | | | | | |
| 1913..... | 299,433,000 | | | | 4,940,301,000 |
| 1912..... | 294,764,000 | | | | 4,758,925,000 |
| 1911..... | 297,167,000 | | | | 4,589,529,000 |

¹Bushels of weight.
²Tons (2,000 lbs.).

¹Per ton.
²Pounds.

¹Per pound.
²Bales of 500 lbs., gross wt., excluding linters.

**ACREAGE, PRODUCTION AND VALUE OF THE WINTER WHEAT
CROP OF THE UNITED STATES IN 1912 AND 1913, AS
REPORTED BY THE DEPARTMENT OF
AGRICULTURE, WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers Dec. 1. in thousands. (000 omitted). | |
|---------------------|--|---------------|------------------------|------------|---|------------|--|-------------|---|---------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dolls.</i> | <i>Dolls.</i> |
| New York..... | 340 | 335 | 20.0 | 16.0 | 6,800 | 5,380 | 93 | 99 | 6,324 | 5,306 |
| New Jersey..... | 80 | 79 | 17.6 | 18.5 | 1,408 | 1,462 | 96 | 98 | 1,352 | 1,433 |
| Pennsylvania..... | 1,286 | 1,240 | 17.0 | 18.0 | 21,862 | 22,320 | 91 | 95 | 19,894 | 21,204 |
| Delaware..... | 113 | 111 | 14.5 | 17.5 | 1,638 | 1,942 | 88 | 96 | 1,441 | 1,864 |
| Maryland..... | 610 | 599 | 13.3 | 15.0 | 8,113 | 8,985 | 89 | 95 | 7,221 | 8,536 |
| Virginia..... | 780 | 741 | 13.6 | 11.6 | 10,608 | 8,596 | 96 | 101 | 10,184 | 8,682 |
| West Virginia..... | 235 | 233 | 13.0 | 14.5 | 3,055 | 3,378 | 100 | 101 | 3,058 | 3,412 |
| North Carolina..... | 605 | 598 | 11.7 | 8.9 | 7,078 | 5,322 | 106 | 111 | 7,503 | 5,907 |
| South Carolina..... | 79 | 79 | 12.3 | 9.2 | 972 | 727 | 130 | 119 | 1,264 | 865 |
| Georgia..... | 140 | 132 | 12.2 | 9.3 | 1,708 | 1,228 | 120 | 122 | 2,050 | 1,498 |
| Ohio..... | 1,950 | 1,220 | 18.0 | 8.0 | 35,100 | 9,760 | 90 | 98 | 31,590 | 9,865 |
| Indiana..... | 2,150 | 1,280 | 18.5 | 8.0 | 39,775 | 10,080 | 85 | 93 | 35,002 | 9,274 |
| Illinois..... | 2,240 | 1,183 | 18.7 | 8.3 | 41,888 | 9,819 | 86 | 88 | 36,024 | 8,641 |
| Michigan..... | 835 | 700 | 15.3 | 10.0 | 12,776 | 7,000 | 89 | 96 | 11,371 | 6,720 |
| Wisconsin..... | 87 | 87 | 20.1 | 19.5 | 1,749 | 1,696 | 82 | 83 | 1,434 | 1,408 |
| Minnesota..... | 50 | ..... | 16.2 | ..... | 810 | ..... | 76 | ..... | 616 | ..... |
| Iowa..... | 450 | 300 | 23.4 | 23.0 | 10,530 | 6,900 | 76 | 78 | 8,003 | 5,383 |
| Missouri..... | 2,315 | 1,900 | 17.1 | 12.5 | 39,686 | 23,760 | 84 | 90 | 33,252 | 21,375 |
| South Dakota..... | 100 | ..... | 9.0 | ..... | 900 | ..... | 71 | ..... | 639 | ..... |
| Nebraska..... | 3,125 | 2,825 | 18.6 | 18.0 | 58,125 | 50,850 | 71 | 69 | 41,269 | 35,066 |
| Kansas..... | 6,655 | 5,900 | 13.0 | 15.5 | 86,515 | 91,450 | 79 | 74 | 68,347 | 67,673 |
| Kentucky..... | 725 | 686 | 13.6 | 10.0 | 9,860 | 6,860 | 96 | 90 | 9,466 | 6,791 |
| Tennessee..... | 700 | 674 | 12.0 | 10.5 | 8,400 | 7,077 | 98 | 100 | 8,232 | 7,077 |
| Alabama..... | 32 | 30 | 11.7 | 10.6 | 374 | 318 | 115 | 113 | 430 | 359 |
| Mississippi..... | 1 | 8 | 14.0 | 12.0 | 14 | 96 | 95 | 97 | 13 | 93 |
| Texas..... | 780 | 735 | 17.5 | 15.0 | 13,650 | 11,025 | 94 | 98 | 12,831 | 10,353 |
| Oklahoma..... | 1,750 | 1,570 | 10.0 | 12.8 | 17,500 | 20,096 | 82 | 75 | 14,350 | 15,072 |
| Arkansas..... | 101 | 94 | 13.0 | 10.0 | 1,313 | 940 | 90 | 94 | 1,182 | 884 |
| Montana..... | 480 | 475 | 25.6 | 24.5 | 12,288 | 11,638 | 66 | 64 | 8,110 | 7,445 |
| Wyoming..... | 40 | 32 | 25.0 | 23.0 | 1,000 | 896 | 72 | 80 | 720 | 717 |
| Colorado..... | 200 | 193 | 21.1 | 24.5 | 4,220 | 4,728 | 78 | 73 | 3,292 | 3,451 |
| New Mexico..... | 35 | 23 | 18.6 | 20.0 | 651 | 660 | 97 | 90 | 631 | 594 |
| Arizona..... | 29 | 21 | 32.0 | 31.0 | 928 | 651 | 110 | 110 | 1,021 | 716 |
| Utah..... | 200 | 160 | 23.0 | 24.0 | 4,600 | 3,840 | 73 | 75 | 3,358 | 2,880 |
| Nevada..... | 16 | 15 | 23.0 | 27.5 | 368 | 412 | 82 | 100 | 302 | 413 |
| Idaho..... | 310 | 335 | 27.4 | 28.7 | 8,494 | 9,614 | 63 | 66 | 5,351 | 6,345 |
| Washington..... | 1,200 | 988 | 27.0 | 27.6 | 32,400 | 27,269 | 73 | 68 | 23,652 | 18,543 |
| Oregon..... | 575 | 630 | 21.4 | 26.8 | 12,305 | 16,884 | 75 | 73 | 9,229 | 12,156 |
| California..... | 300 | 370 | 14.0 | 17.0 | 4,200 | 6,290 | 95 | 93 | 3,990 | 5,550 |
| United States.... | 31,699 | 26,571 | 16.5 | 15.1 | 523,561 | 399,919 | 82.9 | 80.9 | 433,995 | 323,572 |

**ACREAGE, PRODUCTION AND VALUE OF THE SPRING WHEAT
CROP OF THE UNITED STATES IN 1912 AND 1913, AS
REPORTED BY THE DEPARTMENT OF
AGRICULTURE, WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|--------------------|--|---------------|------------------------|------------|---|------------|--|-------------|---|---------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dolls.</i> | <i>Dolls.</i> |
| Maine..... | 3 | 3 | 25.5 | 23.5 | 76 | 70 | 101 | 103 | 77 | 72 |
| Vermont..... | 1 | 1 | 24.5 | 25.0 | 24 | 25 | 100 | 98 | 24 | 24 |
| Wisconsin..... | 103 | 101 | 18.6 | 18.5 | 1,916 | 1,868 | 82 | 83 | 1,671 | 1,550 |
| Minnesota..... | 4,150 | 4,325 | 16.2 | 15.5 | 67,230 | 67,038 | 76 | 78 | 51,085 | 48,938 |
| Iowa..... | 345 | 350 | 17.0 | 17.0 | 5,865 | 5,960 | 70 | 78 | 4,457 | 4,641 |
| North Dakota..... | 7,510 | 7,990 | 10.5 | 13.0 | 78,855 | 143,820 | 73 | 69 | 57,564 | 99,236 |
| South Dakota..... | 3,675 | 3,675 | 9.0 | 14.2 | 33,075 | 52,185 | 71 | 69 | 23,483 | 36,008 |
| Nebraska..... | 350 | 298 | 12.0 | 14.1 | 4,200 | 4,202 | 71 | 69 | 2,982 | 2,899 |
| Kansas..... | 65 | 56 | 8.5 | 15.0 | 468 | 840 | 79 | 74 | 3,370 | 622 |
| Montana..... | 390 | 328 | 21.5 | 23.5 | 8,385 | 7,708 | 66 | 64 | 5,534 | 4,933 |
| Wyoming..... | 50 | 44 | 25.0 | 29.2 | 1,250 | 1,285 | 72 | 80 | 900 | 1,028 |
| Colorado..... | 260 | 260 | 21.0 | 24.0 | 5,400 | 6,240 | 78 | 73 | 4,259 | 4,555 |
| New Mexico..... | 30 | 26 | 19.0 | 22.0 | 570 | 572 | 97 | 90 | 553 | 515 |
| Arizona..... | | 2 | | 28.0 | | 56 | | 110 | | 62 |
| Utah..... | 65 | 76 | 28.0 | 29.2 | 1,820 | 2,219 | 73 | 75 | 1,329 | 1,664 |
| Nevada..... | 23 | 24 | 31.0 | 30.2 | 713 | 725 | 82 | 100 | 585 | 725 |
| Idaho..... | 200 | 175 | 28.0 | 28.3 | 5,600 | 4,952 | 63 | 66 | 3,528 | 3,268 |
| Washington..... | 1,100 | 1,297 | 19.0 | 20.4 | 20,900 | 26,459 | 73 | 68 | 15,257 | 17,992 |
| Oregon..... | 175 | 212 | 19.5 | 19.5 | 3,412 | 4,134 | 75 | 72 | 2,559 | 2,976 |
| United States..... | 18,485 | 19,243 | 13.0 | 17.2 | 239,819 | 330,348 | 73.4 | 70.1 | 176,127 | 231,708 |

**AVERAGE PRODUCTION AND VALUE OF THE COTTON CROP IN
THE UNITED STATES IN 1912 AND 1913, AS REPORTED BY
THE DEPARTMENT OF AGRICULTURE, WASHINGTON.**

[All 1913 figures are preliminary. Figures of acreage in 1913 are estimates made in December, 1913, and subject to revision in May, 1914.]

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|---------------------|--|---------------|------------------------|-------------|---|---------------------------|--|-------------|---|---------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Bales.¹</i> | <i>Bales.¹</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dolls.</i> | <i>Dolls.</i> |
| Virginia..... | 48 | 47 | 250 | 250 | 25 | 24 | 13.1 | 12.0 | 1,562 | 1,397 |
| North Carolina..... | 1,526 | 1,545 | 239 | 267 | 765 | 865 | 12.6 | 12.2 | 45,959 | 50,373 |
| South Carolina..... | 2,701 | 2,695 | 235 | 209 | 1,330 | 1,182 | 12.7 | 12.4 | 80,621 | 69,963 |
| Georgia..... | 5,328 | 5,335 | 204 | 159 | 2,275 | 1,776 | 12.8 | 12.4 | 139,135 | 105,266 |
| Florida..... | 218 | 224 | 150 | 113 | 68 | 52 | 17.0 | 15.7 | 5,564 | 3,980 |
| Missouri..... | 111 | 103 | 286 | 280 | 66 | 55 | 11.5 | 11.3 | 3,636 | 3,014 |
| Tennessee..... | 872 | 793 | 206 | 169 | 375 | 276 | 12.7 | 12.4 | 22,803 | 16,416 |
| Alabama..... | 3,800 | 3,730 | 190 | 172 | 1,510 | 1,342 | 12.7 | 12.1 | 91,704 | 77,681 |
| Mississippi..... | 2,963 | 2,899 | 193 | 173 | 1,195 | 1,046 | 12.6 | 12.3 | 72,048 | 61,637 |
| Louisiana..... | 1,126 | 929 | 170 | 193 | 400 | 376 | 11.7 | 11.5 | 22,389 | 20,678 |
| Texas..... | 12,072 | 11,338 | 156 | 206 | 3,930 | 4,880 | 11.5 | 11.5 | 216,574 | 268,883 |
| Oklahoma..... | 3,019 | 2,665 | 130 | 183 | 820 | 1,021 | 11.4 | 11.3 | 44,740 | 55,241 |
| Arkansas..... | 2,210 | 1,991 | 195 | 190 | 900 | 792 | 11.6 | 12.3 | 49,987 | 46,627 |
| California..... | 17 | 9 | 500 | | 18 | | 13.0 | | 1,119 | |
| United States..... | 36,011 | 34,283 | 182 | 191 | 13,677 | 13,703 | 12.2 | 11.9 | 797,841 | 781,806 |

¹ Bales of 500 pounds gross weight.

² Includes "All other."

**ACREAGE PRODUCTION AND VALUE OF THE WINTER AND
SPRING WHEAT CROP OF THE UNITED STATES IN 1912
AND 1913, AS REPORTED BY THE DEPARTMENT
OF AGRICULTURE, WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|---------------------|--|---------------|------------------------|--------------|---|--------------|--|-------------|---|--------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bush.</i> | <i>Bush.</i> | <i>Bush.</i> | <i>Bush.</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dols.</i> | <i>Dols.</i> |
| Maine..... | 3 | 3 | 25.5 | 23.5 | 76 | 70 | 101 | 103 | 77 | 72 |
| Vermont..... | 1 | 1 | 24.5 | 25.0 | 24 | 25 | 100 | 98 | 24 | 24 |
| New York..... | 340 | 335 | 20.0 | 16.0 | 6,800 | 5,360 | 93 | 99 | 6,324 | 5,306 |
| New Jersey..... | 80 | 79 | 17.6 | 18.5 | 1,408 | 1,462 | 96 | 98 | 1,352 | 1,433 |
| Pennsylvania..... | 1,286 | 1,240 | 17.0 | 18.0 | 21,862 | 22,320 | 91 | 95 | 19,894 | 21,204 |
| Delaware..... | 113 | 111 | 14.5 | 17.5 | 1,638 | 1,942 | 88 | 96 | 1,441 | 1,864 |
| Maryland..... | 610 | 599 | 13.3 | 15.0 | 8,113 | 8,985 | 89 | 95 | 7,221 | 8,536 |
| Virginia..... | 780 | 741 | 13.6 | 11.6 | 10,608 | 8,596 | 96 | 101 | 10,184 | 8,682 |
| West Virginia..... | 235 | 233 | 13.0 | 14.5 | 3,055 | 3,378 | 100 | 101 | 3,055 | 3,412 |
| North Carolina..... | 605 | 598 | 11.7 | 8.9 | 7,078 | 5,322 | 106 | 111 | 7,503 | 5,907 |
| South Carolina..... | 79 | 79 | 12.3 | 9.2 | 972 | 727 | 130 | 119 | 1,264 | 865 |
| Georgia..... | 140 | 132 | 12.2 | 9.3 | 1,708 | 1,228 | 120 | 122 | 2,050 | 1,498 |
| Ohio..... | 1,950 | 1,220 | 18.0 | 8.0 | 35,100 | 9,760 | 90 | 98 | 31,590 | 9,565 |
| Indiana..... | 2,150 | 1,260 | 18.5 | 8.0 | 39,775 | 10,080 | 88 | 93 | 35,002 | 9,374 |
| Illinois..... | 2,240 | 1,183 | 18.7 | 8.3 | 41,888 | 9,819 | 86 | 88 | 36,094 | 8,641 |
| Michigan..... | 835 | 700 | 15.3 | 10.0 | 12,776 | 7,000 | 89 | 96 | 11,371 | 6,720 |
| Wisconsin..... | 190 | 188 | 19.3 | 19.0 | 3,665 | 3,564 | 82 | 83 | 3,005 | 2,958 |
| Minnesota..... | 4,200 | 4,325 | 16.2 | 15.5 | 68,040 | 67,038 | 76 | 78 | 51,711 | 48,938 |
| Iowa..... | 795 | 650 | 20.6 | 19.8 | 16,395 | 12,850 | 76 | 78 | 12,460 | 10,023 |
| Missouri..... | 2,315 | 1,900 | 17.1 | 12.5 | 39,586 | 23,750 | 84 | 90 | 33,252 | 21,375 |
| North Dakota..... | 7,150 | 7,990 | 10.5 | 18.0 | 78,885 | 143,820 | 73 | 69 | 57,564 | 99,236 |
| South Dakota..... | 3,775 | 3,675 | 9.0 | 14.2 | 33,975 | 52,185 | 71 | 69 | 24,122 | 36,008 |
| Nebraska..... | 3,475 | 3,123 | 17.9 | 17.6 | 62,325 | 55,052 | 71 | 69 | 44,251 | 37,985 |
| Kansas..... | 6,710 | 5,956 | 13.0 | 15.5 | 86,983 | 92,200 | 79 | 74 | 68,717 | 68,295 |
| Kentucky..... | 725 | 686 | 13.6 | 10.0 | 9,860 | 6,860 | 96 | 99 | 9,466 | 6,791 |
| Tennessee..... | 700 | 674 | 12.0 | 10.5 | 8,400 | 7,077 | 98 | 100 | 8,232 | 7,077 |
| Alabama..... | 32 | 30 | 11.7 | 10.6 | 374 | 318 | 115 | 113 | 430 | 359 |
| Mississippi..... | 1 | 8 | 14.0 | 12.0 | 14 | 96 | 95 | 97 | 13 | 93 |
| Texas..... | 780 | 735 | 17.5 | 15.0 | 13,650 | 11,025 | 94 | 93 | 12,831 | 10,253 |
| Oklahoma..... | 1,750 | 1,570 | 10.0 | 12.8 | 17,500 | 20,096 | 82 | 75 | 14,350 | 15,072 |
| Arkansas..... | 101 | 94 | 13.0 | 10.0 | 1,313 | 940 | 90 | 94 | 1,182 | 884 |
| Montana..... | 870 | 803 | 23.8 | 24.1 | 20,673 | 19,346 | 66 | 64 | 13,644 | 12,391 |
| Wyoming..... | 90 | 76 | 25.0 | 23.7 | 2,250 | 2,181 | 72 | 80 | 1,620 | 1,745 |
| Colorado..... | 460 | 453 | 21.0 | 24.2 | 9,680 | 10,968 | 78 | 73 | 7,551 | 8,006 |
| New Mexico..... | 65 | 59 | 18.8 | 20.9 | 1,221 | 1,232 | 97 | 90 | 1,184 | 1,109 |
| Arizona..... | 29 | 23 | 32.0 | 30.7 | 928 | 707 | 110 | 110 | 1,021 | 778 |
| Utah..... | 265 | 236 | 24.2 | 25.7 | 6,420 | 6,059 | 73 | 75 | 4,637 | 4,544 |
| Nevada..... | 38 | 39 | 27.7 | 29.2 | 1,081 | 1,137 | 82 | 100 | 887 | 1,137 |
| Idaho..... | 510 | 510 | 27.6 | 28.6 | 14,094 | 14,566 | 68 | 66 | 8,879 | 9,613 |
| Washington..... | 2,300 | 2,285 | 23.2 | 23.5 | 53,300 | 53,728 | 73 | 68 | 38,909 | 36,535 |
| Oregon..... | 750 | 842 | 21.0 | 25.0 | 15,717 | 21,018 | 75 | 72 | 11,788 | 15,132 |
| California..... | 300 | 370 | 14.0 | 17.0 | 4,200 | 6,290 | 95 | 93 | 3,990 | 5,850 |
| United States.... | 50,184 | 45,814 | 15.2 | 15.9 | 763,330 | 730,267 | 79.9 | 76.0 | 610,122 | 555,280 |

**ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF
THE UNITED STATES IN 1912 AND 1913, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|---------------------|--|--------------|------------------------|-------------|---|-------------|--|-------------|---|--------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bush</i> | <i>Bush</i> | <i>Bush</i> | <i>Bush</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dols.</i> | <i>Dols.</i> |
| Maine..... | 18 | 16 | 38 | 40 | 608 | 640 | 87 | 75 | 529 | 480 |
| New Hampshire..... | 22 | 23 | 37 | 46 | 814 | 1,058 | 81 | 75 | 659 | 794 |
| Vermont..... | 45 | 45 | 37 | 40 | 1,665 | 1,800 | 81 | 72 | 1,349 | 1,296 |
| Massachusetts..... | 48 | 47 | 40 | 45 | 1,944 | 2,115 | 85 | 77 | 1,652 | 1,629 |
| Rhode Island..... | 11 | 11 | 36 | 42 | 402 | 456 | 99 | 88 | 398 | 401 |
| Connecticut..... | 61 | 60 | 38 | 50 | 2,348 | 3,000 | 85 | 77 | 1,996 | 2,310 |
| New York..... | 527 | 512 | 28 | 39 | 15,020 | 19,763 | 81 | 70 | 12,166 | 13,834 |
| New Jersey..... | 275 | 273 | 40 | 38 | 10,862 | 10,374 | 75 | 68 | 3,146 | 7,064 |
| Pennsylvania..... | 1,463 | 1,449 | 39 | 42 | 57,057 | 61,582 | 72 | 63 | 41,081 | 39,797 |
| Delaware..... | 197 | 195 | 32 | 34 | 6,206 | 6,630 | 69 | 51 | 3,662 | 3,381 |
| Maryland..... | 670 | 670 | 33 | 34 | 22,110 | 24,455 | 65 | 55 | 14,372 | 13,450 |
| Virginia..... | 1,980 | 1,980 | 26 | 24 | 51,480 | 47,520 | 76 | 71 | 39,125 | 33,789 |
| West Virginia..... | 732 | 725 | 31 | 34 | 22,692 | 24,505 | 80 | 66 | 18,154 | 15,928 |
| North Carolina..... | 2,835 | 2,808 | 20 | 18 | 55,282 | 51,106 | 88 | 83 | 48,648 | 42,418 |
| South Carolina..... | 1,975 | 1,915 | 20 | 18 | 38,512 | 34,278 | 97 | 85 | 37,357 | 29,136 |
| Georgia..... | 4,066 | 3,910 | 16 | 14 | 63,023 | 53,958 | 91 | 85 | 57,351 | 45,864 |
| Florida..... | 675 | 655 | 15 | 13 | 10,125 | 8,815 | 82 | 79 | 8,302 | 6,727 |
| Ohio..... | 3,900 | 4,073 | 38 | 43 | 146,250 | 174,410 | 63 | 45 | 92,138 | 78,484 |
| Indiana..... | 4,900 | 4,947 | 36 | 40 | 176,400 | 199,364 | 60 | 42 | 105,840 | 83,733 |
| Illinois..... | 10,450 | 10,658 | 27 | 40 | 282,150 | 426,320 | 63 | 41 | 177,754 | 174,791 |
| Michigan..... | 1,675 | 1,625 | 34 | 34 | 56,112 | 55,250 | 67 | 57 | 37,595 | 31,492 |
| Wisconsin..... | 1,650 | 1,632 | 40 | 36 | 66,825 | 58,262 | 60 | 51 | 40,095 | 29,714 |
| Minnesota..... | 2,400 | 2,266 | 40 | 34 | 96,000 | 78,177 | 53 | 37 | 50,880 | 29,925 |
| Iowa..... | 9,950 | 10,047 | 34 | 43 | 338,300 | 432,021 | 60 | 35 | 202,980 | 151,207 |
| Missouri..... | 7,375 | 7,622 | 18 | 32 | 129,062 | 243,904 | 74 | 46 | 95,506 | 112,196 |
| North Dakota..... | 375 | 328 | 29 | 27 | 10,800 | 8,758 | 52 | 43 | 5,616 | 3,766 |
| South Dakota..... | 2,040 | 2,495 | 26 | 31 | 57,320 | 76,347 | 56 | 37 | 37,699 | 23,248 |
| Nebraska..... | 7,610 | 7,609 | 15 | 24 | 114,150 | 182,616 | 65 | 37 | 74,198 | 67,568 |
| Kansas..... | 7,320 | 7,575 | 3 | 23 | 22,424 | 174,225 | 78 | 40 | 18,271 | 69,090 |
| Kentucky..... | 3,650 | 3,600 | 20 | 30 | 74,825 | 109,440 | 76 | 55 | 56,567 | 60,192 |
| Tennessee..... | 3,350 | 3,332 | 20 | 26 | 66,675 | 88,298 | 77 | 61 | 52,880 | 53,862 |
| Alabama..... | 3,200 | 3,150 | 17 | 17 | 55,360 | 54,190 | 89 | 79 | 49,270 | 42,802 |
| Mississippi..... | 3,150 | 3,106 | 20 | 18 | 63,000 | 56,840 | 77 | 71 | 48,510 | 40,556 |
| Louisiana..... | 1,900 | 1,805 | 22 | 18 | 41,800 | 32,490 | 77 | 68 | 32,186 | 22,093 |
| Texas..... | 6,800 | 7,300 | 24 | 21 | 163,200 | 153,300 | 82 | 64 | 133,824 | 98,112 |
| Oklahoma..... | 4,750 | 5,448 | 11 | 19 | 52,250 | 101,878 | 72 | 41 | 37,620 | 41,770 |
| Arkansas..... | 2,475 | 2,475 | 19 | 20 | 47,025 | 50,490 | 78 | 67 | 36,680 | 39,828 |
| Montana..... | 28 | 24 | 32 | 26 | 882 | 812 | 77 | 70 | 670 | 428 |
| Wyoming..... | 17 | 16 | 29 | 23 | 493 | 368 | 80 | 64 | 394 | 236 |
| Colorado..... | 420 | 420 | 15 | 21 | 6,300 | 8,736 | 73 | 50 | 4,599 | 4,368 |
| New Mexico..... | 85 | 93 | 18 | 22 | 1,572 | 2,083 | 75 | 75 | 1,179 | 1,562 |
| Arizona..... | 17 | 16 | 28 | 33 | 476 | 528 | 110 | 100 | 524 | 528 |
| Utah..... | 10 | 9 | 34 | 30 | 340 | 270 | 70 | 75 | 238 | 202 |
| Nevada..... | 1 | 1 | 84 | 30 | 84 | 30 | 118 | 98 | 40 | 29 |
| Idaho..... | 14 | 12 | 32 | 33 | 448 | 394 | 68 | 70 | 305 | 276 |
| Washington..... | 34 | 31 | 28 | 27 | 952 | 846 | 80 | 77 | 762 | 651 |
| Oregon..... | 21 | 20 | 28 | 32 | 598 | 630 | 70 | 75 | 419 | 472 |
| California..... | 55 | 52 | 33 | 37 | 1,815 | 1,924 | 88 | 85 | 1,597 | 1,636 |
| United States..... | 105,820 | 107,093 | 23.1 | 29.2 | 2,446,988 | 3,124,746 | 69.1 | 48.7 | 1,692,092 | 1,520,454 |

**ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF
THE UNITED STATES IN 1912 AND 1913, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers Dec. 1, in thousands (000 omitted). | |
|---------------------|--|---------------|------------------------|-------------|--|-------------|--|-------------|--|--------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bush</i> | <i>Bush</i> | <i>Bush</i> | <i>Bush</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dols.</i> | <i>Dols.</i> |
| Maine..... | 140 | 133 | 40 | 35 | 5,600 | 4,602 | 55 | 51 | 3,080 | 2,347 |
| New Hampshire..... | 12 | 12 | 35 | 39 | 420 | 468 | 56 | 48 | 235 | 225 |
| Vermont..... | 79 | 77 | 39 | 43 | 3,081 | 3,311 | 52 | 48 | 1,602 | 1,589 |
| Massachusetts..... | 9 | 8 | 35 | 34 | 315 | 272 | 54 | 47 | 170 | 128 |
| Rhode Island..... | 2 | 2 | 26 | 29 | 52 | 57 | 50 | 45 | 26 | 26 |
| Connecticut..... | 11 | 11 | 28 | 31 | 308 | 338 | 55 | 49 | 169 | 166 |
| New York..... | 1,275 | 1,192 | 34 | 31 | 42,712 | 36,714 | 47 | 42 | 20,075 | 15,420 |
| New Jersey..... | 70 | 67 | 29 | 28 | 2,030 | 1,849 | 47 | 44 | 954 | 814 |
| Pennsylvania..... | 1,154 | 1,099 | 31 | 33 | 35,774 | 36,377 | 46 | 41 | 16,456 | 14,915 |
| Delaware..... | 4 | 4 | 30 | 30 | 122 | 122 | 51 | 45 | 62 | 55 |
| Maryland..... | 45 | 45 | 28 | 30 | 1,260 | 1,350 | 48 | 45 | 605 | 608 |
| Virginia..... | 195 | 175 | 22 | 22 | 4,192 | 3,885 | 52 | 52 | 2,180 | 2,020 |
| West Virginia..... | 115 | 111 | 24 | 28 | 2,760 | 3,108 | 51 | 47 | 1,408 | 1,461 |
| North Carolina..... | 230 | 204 | 20 | 19 | 4,485 | 3,794 | 61 | 62 | 2,736 | 2,352 |
| South Carolina..... | 360 | 324 | 24 | 22 | 8,460 | 6,966 | 71 | 66 | 6,007 | 4,596 |
| Georgia..... | 420 | 364 | 22 | 21 | 9,240 | 7,571 | 68 | 65 | 6,283 | 4,921 |
| Florida..... | 50 | 43 | 18 | 17 | 900 | 740 | 70 | 70 | 630 | 518 |
| Ohio..... | 1,800 | 2,120 | 30 | 44 | 54,360 | 93,280 | 40 | 33 | 21,744 | 30,782 |
| Indiana..... | 1,700 | 1,990 | 21 | 40 | 36,380 | 79,799 | 38 | 30 | 13,824 | 23,940 |
| Illinois..... | 4,375 | 4,220 | 24 | 43 | 104,125 | 182,726 | 38 | 30 | 39,568 | 54,818 |
| Michigan..... | 1,500 | 1,485 | 30 | 35 | 45,000 | 51,826 | 39 | 33 | 17,550 | 17,103 |
| Wisconsin..... | 2,275 | 2,272 | 36 | 37 | 83,038 | 84,746 | 37 | 32 | 30,724 | 27,119 |
| Minnesota..... | 2,980 | 2,948 | 38 | 42 | 112,644 | 122,932 | 32 | 26 | 36,046 | 31,962 |
| Iowa..... | 4,880 | 4,928 | 34 | 44 | 168,360 | 217,818 | 34 | 27 | 57,242 | 58,811 |
| Missouri..... | 1,250 | 1,125 | 21 | 33 | 26,500 | 37,125 | 45 | 35 | 11,925 | 12,994 |
| North Dakota..... | 2,250 | 2,300 | 26 | 41 | 57,825 | 95,220 | 30 | 22 | 17,348 | 20,948 |
| South Dakota..... | 1,560 | 1,550 | 26 | 34 | 42,135 | 52,390 | 34 | 25 | 14,326 | 13,098 |
| Nebraska..... | 2,250 | 2,275 | 26 | 24 | 59,625 | 55,510 | 38 | 30 | 22,658 | 16,653 |
| Kansas..... | 1,760 | 1,720 | 20 | 32 | 34,320 | 55,040 | 45 | 35 | 15,444 | 19,264 |
| Kentucky..... | 190 | 150 | 20 | 27 | 3,168 | 4,035 | 52 | 44 | 1,647 | 1,775 |
| Tennessee..... | 300 | 258 | 21 | 22 | 6,300 | 5,599 | 53 | 47 | 3,339 | 2,632 |
| Alabama..... | 325 | 260 | 20 | 20 | 6,662 | 5,200 | 69 | 62 | 4,597 | 3,224 |
| Mississippi..... | 140 | 113 | 20 | 17 | 2,900 | 1,966 | 63 | 60 | 1,764 | 1,180 |
| Louisiana..... | 45 | 34 | 22 | 21 | 990 | 707 | 57 | 51 | 564 | 361 |
| Texas..... | 1,000 | 865 | 32 | 36 | 32,500 | 31,140 | 51 | 43 | 16,575 | 13,890 |
| Oklahoma..... | 1,030 | 936 | 18 | 25 | 18,540 | 23,404 | 45 | 34 | 8,343 | 7,988 |
| Arkansas..... | 240 | 175 | 26 | 20 | 6,360 | 3,482 | 53 | 50 | 3,371 | 1,741 |
| Montana..... | 500 | 476 | 44 | 48 | 21,750 | 22,848 | 32 | 35 | 6,960 | 7,997 |
| Wyoming..... | 220 | 205 | 38 | 42 | 8,360 | 8,569 | 40 | 37 | 3,344 | 3,171 |
| Colorado..... | 305 | 290 | 35 | 43 | 10,675 | 12,412 | 44 | 38 | 4,697 | 4,717 |
| New Mexico..... | 50 | 53 | 30 | 35 | 1,500 | 1,839 | 60 | 45 | 900 | 828 |
| Arizona..... | 7 | 6 | 43 | 45 | 301 | 268 | 50 | 70 | 150 | 188 |
| Utah..... | 90 | 91 | 46 | 46 | 4,140 | 4,222 | 40 | 49 | 1,656 | 2,069 |
| Nevada..... | 11 | 10 | 43 | 40 | 473 | 400 | 65 | 52 | 307 | 208 |
| Idaho..... | 325 | 348 | 46 | 49 | 15,112 | 17,017 | 32 | 35 | 4,836 | 5,556 |
| Washington..... | 300 | 284 | 48 | 48 | 14,250 | 13,680 | 40 | 40 | 5,700 | 5,476 |
| Oregon..... | 360 | 359 | 42 | 38 | 15,228 | 13,714 | 38 | 41 | 5,767 | 5,623 |
| California..... | 210 | 200 | 32 | 39 | 6,636 | 7,800 | 60 | 55 | 3,982 | 4,290 |
| United States..... | 38,399 | 37,917 | 29.2 | 37.4 | 1,121,768 | 1,418,337 | 39.2 | 31.9 | 439,596 | 452,469 |

**ACREAGE, PRODUCTION AND VALUE OF THE BARLEY CROP OF
THE UNITED STATES IN 1912 AND 1913, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1. in thousands (000 omitted). | |
|--------------------|--|---------------|------------------------|------------|---|------------|--|-------------|---|---------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dolls.</i> | <i>Dolls.</i> |
| Maine..... | 5 | 4 | 28 | 26 | 140 | 105 | 80 | 77 | 112 | 81 |
| New Hampshire..... | 1 | 1 | 28 | 28 | 28 | 28 | 80 | 84 | 22 | 24 |
| Vermont..... | 12 | 13 | 32 | 35 | 384 | 455 | 80 | 80 | 307 | 364 |
| New York..... | 77 | 82 | 27 | 26 | 2,056 | 2,132 | 69 | 68 | 1,419 | 1,450 |
| Pennsylvania..... | 7 | 7 | 26 | 28 | 182 | 192 | 71 | 68 | 129 | 181 |
| Maryland..... | 5 | 4 | 29 | 27 | 145 | 108 | 64 | 68 | 93 | 73 |
| Virginia..... | 11 | 10 | 26 | 25 | 286 | 250 | 70 | 75 | 200 | 188 |
| Ohio..... | 40 | 20 | 24 | 31 | 960 | 620 | 58 | 55 | 557 | 341 |
| Indiana..... | 8 | 9 | 25 | 30 | 200 | 266 | 50 | 60 | 100 | 180 |
| Illinois..... | 54 | 57 | 26 | 32 | 1,404 | 1,796 | 57 | 53 | 800 | 952 |
| Michigan..... | 85 | 87 | 25 | 26 | 2,108 | 2,262 | 60 | 65 | 1,265 | 1,470 |
| Wisconsin..... | 725 | 845 | 25 | 29 | 18,125 | 24,843 | 60 | 55 | 10,875 | 13,664 |
| Minnesota..... | 1,450 | 1,490 | 24 | 28 | 34,800 | 42,018 | 48 | 41 | 16,704 | 17,227 |
| Iowa..... | 400 | 470 | 25 | 31 | 10,000 | 14,570 | 55 | 52 | 5,500 | 7,576 |
| Missouri..... | 5 | 6 | 22 | 25 | 110 | 149 | 60 | 66 | 66 | 98 |
| North Dakota..... | 1,275 | 1,176 | 20 | 30 | 25,500 | 35,162 | 40 | 35 | 10,200 | 12,307 |
| South Dakota..... | 958 | 887 | 19 | 26 | 18,765 | 23,062 | 46 | 42 | 7,712 | 9,686 |
| Nebraska..... | 110 | 113 | 16 | 22 | 1,760 | 2,486 | 49 | 42 | 862 | 1,044 |
| Kansas..... | 240 | 176 | 8 | 24 | 1,944 | 4,136 | 55 | 40 | 1,069 | 1,654 |
| Kentucky..... | 3 | 3 | 27 | 26 | 80 | 78 | 78 | 75 | 62 | 58 |
| Tennessee..... | 2 | 2 | 25 | 26 | 50 | 52 | 70 | 80 | 35 | 42 |
| Texas..... | 7 | 6 | 24 | 29 | 168 | 176 | 81 | 78 | 136 | 137 |
| Oklahoma..... | 7 | 8 | 9 | 20 | 63 | 160 | 80 | 50 | 50 | 80 |
| Montana..... | 60 | 39 | 31 | 36 | 1,860 | 1,424 | 48 | 53 | 893 | 755 |
| Wyoming..... | 13 | 11 | 30 | 34 | 396 | 374 | 61 | 62 | 242 | 232 |
| Colorado..... | 100 | 76 | 32 | 39 | 3,250 | 2,964 | 56 | 50 | 1,820 | 1,482 |
| New Mexico..... | 4 | 2 | 24 | 35 | 96 | 70 | 72 | 71 | 69 | 50 |
| Arizona..... | 38 | 36 | 39 | 40 | 1,482 | 1,440 | 73 | 87 | 1,082 | 1,253 |
| Utah..... | 30 | 25 | 38 | 45 | 1,155 | 1,125 | 55 | 59 | 635 | 664 |
| Nevada..... | 12 | 12 | 41 | 41 | 492 | 492 | 90 | 87 | 443 | 428 |
| Idaho..... | 180 | 159 | 42 | 44 | 7,560 | 6,916 | 48 | 51 | 3,629 | 3,527 |
| Washington..... | 180 | 183 | 40 | 43 | 7,290 | 7,869 | 52 | 53 | 3,791 | 4,171 |
| Oregon..... | 120 | 119 | 35 | 36 | 4,200 | 4,284 | 55 | 55 | 2,310 | 2,356 |
| California..... | 1,275 | 1,392 | 26 | 30 | 33,150 | 41,760 | 63 | 70 | 22,542 | 29,232 |
| United States..... | 7,490 | 7,530 | 23.8 | 29.7 | 178,189 | 223,824 | 53.7 | 50.5 | 95,731 | 112,957 |

**ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF
THE UNITED STATES IN 1912 AND 1913, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|---------------------|--|---------------|------------------------|------------|---|------------|--|-------------|---|---------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dolls.</i> | <i>Dolls.</i> |
| Vermont..... | 1 | 1 | 18.0 | 20.0 | 18 | 20 | 90 | 90 | 16 | 18 |
| Massachusetts..... | 3 | 3 | 18.5 | 18.5 | 56 | 56 | 98 | 100 | 55 | 56 |
| Connecticut..... | 7 | 7 | 19.3 | 17.5 | 135 | 122 | 92 | 92 | 124 | 112 |
| New York..... | 133 | 128 | 17.2 | 16.5 | 2,288 | 2,112 | 75 | 76 | 1,716 | 1,696 |
| New Jersey..... | 70 | 72 | 18.0 | 17.5 | 1,260 | 1,260 | 80 | 79 | 1,008 | 993 |
| Pennsylvania..... | 280 | 282 | 17.5 | 17.5 | 4,900 | 4,935 | 74 | 77 | 3,626 | 3,800 |
| Delaware..... | 1 | 1 | 14.0 | 14.0 | 14 | 14 | 79 | 81 | 11 | 11 |
| Maryland..... | 27 | 27 | 14.4 | 15.5 | 389 | 418 | 76 | 80 | 296 | 324 |
| Virginia..... | 68 | 48 | 12.3 | 12.5 | 713 | 600 | 81 | 85 | 578 | 510 |
| West Virginia..... | 17 | 17 | 18.5 | 13.0 | 230 | 221 | 87 | 84 | 200 | 186 |
| North Carolina..... | 46 | 44 | 10.3 | 9.3 | 474 | 409 | 98 | 105 | 465 | 429 |
| South Carolina..... | 3 | 3 | 10.5 | 9.5 | 32 | 28 | 150 | 145 | 48 | 41 |
| Georgia..... | 13 | 11 | 9.5 | 9.2 | 124 | 101 | 135 | 140 | 167 | 141 |
| Ohio..... | 97 | 67 | 16.5 | 15.5 | 1,600 | 894 | 69 | 75 | 1,104 | 668 |
| Indiana..... | 103 | 84 | 15.2 | 14.5 | 1,566 | 928 | 62 | 68 | 971 | 631 |
| Illinois..... | 49 | 48 | 16.5 | 16.0 | 803 | 768 | 65 | 70 | 525 | 528 |
| Michigan..... | 375 | 370 | 14.3 | 13.3 | 5,362 | 4,921 | 62 | 66 | 3,324 | 3,199 |
| Wisconsin..... | 425 | 341 | 17.5 | 18.3 | 7,433 | 6,240 | 57 | 61 | 4,240 | 3,806 |
| Minnesota..... | 300 | 262 | 19.0 | 23.0 | 5,700 | 6,026 | 48 | 50 | 2,736 | 3,012 |
| Iowa..... | 60 | 35 | 18.2 | 19.0 | 1,092 | 665 | 60 | 62 | 655 | 412 |
| Missouri..... | 16 | 15 | 15.0 | 14.8 | 240 | 222 | 75 | 80 | 180 | 178 |
| North Dakota..... | 125 | 48 | 14.4 | 18.0 | 1,800 | 894 | 45 | 47 | 810 | 406 |
| South Dakota..... | 50 | 16 | 13.2 | 19.5 | 660 | 312 | 50 | 52 | 330 | 162 |
| Nebraska..... | 120 | 55 | 14.5 | 16.0 | 1,740 | 880 | 60 | 56 | 1,044 | 493 |
| Kansas..... | 45 | 30 | 14.0 | 15.9 | 630 | 477 | 75 | 68 | 472 | 294 |
| Kentucky..... | 22 | 21 | 12.4 | 13.0 | 273 | 273 | 87 | 88 | 238 | 240 |
| Tennessee..... | 17 | 17 | 12.0 | 11.5 | 204 | 196 | 99 | 98 | 202 | 192 |
| Alabama..... | 1 | 1 | 11.0 | 11.5 | 11 | 12 | 140 | 134 | 15 | 16 |
| Texas..... | 2 | 2 | 16.0 | 16.6 | 30 | 33 | 101 | 110 | 30 | 36 |
| Oklahoma..... | 5 | 4 | 9.5 | 12.0 | 48 | 48 | 87 | 86 | 41 | 42 |
| Arkansas..... | 1 | 1 | 11.5 | 10.5 | 12 | 10 | 95 | 105 | 11 | 10 |
| Montana..... | 10 | 10 | 21.0 | 23.5 | 210 | 235 | 55 | 60 | 116 | 141 |
| Wyoming..... | 4 | 3 | 19.0 | 19.0 | 76 | 57 | 64 | 65 | 49 | 37 |
| Colorado..... | 20 | 26 | 17.0 | 19.5 | 340 | 488 | 60 | 55 | 204 | 268 |
| Utah..... | 12 | 6 | 17.0 | 15.0 | 204 | 90 | 60 | 68 | 122 | 61 |
| Idaho..... | 3 | 3 | 22.0 | 22.0 | 66 | 66 | 58 | 60 | 38 | 40 |
| Washington..... | 8 | 9 | 21.0 | 20.0 | 168 | 180 | 60 | 65 | 101 | 117 |
| Oregon..... | 30 | 22 | 17.5 | 16.0 | 530 | 352 | 75 | 70 | 232 | 246 |
| California..... | 8 | 8 | 15.0 | 17.6 | 120 | 141 | 75 | 90 | 90 | 127 |
| United States.... | 2,557 | 2,117 | 16.2 | 16.8 | 41,381 | 35,664 | 63.4 | 66.3 | 26,220 | 23,636 |

**ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP OF
THE UNITED STATES IN 1912 AND 1913, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|-----------------------------|--|---------------------|------------------------|------------------|---|-------------------|--|--------------------|---|---------------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| Maine | <i>Acres.</i> 1,194 | <i>Acres.</i> 1,231 | <i>Tons</i> 1.00 | <i>Tons</i> 1.16 | <i>Tons</i> 1,194 | <i>Tons</i> 1,428 | <i>Dols.</i> 13.90 | <i>Dols.</i> 13.70 | <i>Dols.</i> 16,597 | <i>Dols.</i> 19,564 |
| New Hampshire | 495 | 501 | 1.00 | 1.25 | 495 | 628 | 17.20 | 15.00 | 8,514 | 9,390 |
| Vermont | 1,000 | 1,010 | 1.28 | 1.50 | 1,280 | 1,515 | 14.50 | 14.00 | 18,560 | 21,210 |
| Massachusetts | 475 | 477 | 1.21 | 1.25 | 575 | 596 | 21.10 | 21.50 | 12,182 | 12,814 |
| Rhode Island | 58 | 58 | 1.17 | 1.13 | 68 | 66 | 21.20 | 22.20 | 1,442 | 1,465 |
| Connecticut | 379 | 379 | 1.14 | 1.15 | 432 | 436 | 20.10 | 22.50 | 8,683 | 9,810 |
| New York | 4,700 | 4,720 | 1.14 | 1.25 | 5,358 | 5,900 | 15.30 | 14.90 | 81,977 | 87,910 |
| New Jersey | 361 | 362 | 1.30 | 1.44 | 469 | 521 | 19.00 | 20.00 | 8,911 | 10,420 |
| Pennsylvania | 3,141 | 3,173 | 1.32 | 1.43 | 4,146 | 4,537 | 14.90 | 15.60 | 61,775 | 70,777 |
| Delaware | 72 | 72 | 1.30 | 1.33 | 94 | 96 | 15.70 | 15.00 | 1,476 | 1,440 |
| Maryland | 390 | 381 | 1.26 | 1.51 | 491 | 575 | 15.20 | 14.40 | 7,463 | 8,260 |
| Virginia | 750 | 741 | 1.27 | 1.20 | 952 | 889 | 15.50 | 15.20 | 14,756 | 13,513 |
| West Virginia | 740 | 745 | 1.25 | 1.38 | 925 | 1,028 | 14.90 | 15.00 | 13,782 | 15,420 |
| North Carolina | 320 | 298 | 1.31 | 1.30 | 419 | 381 | 16.50 | 16.70 | 6,914 | 6,363 |
| South Carolina | 210 | 194 | 1.16 | 1.15 | 244 | 223 | 18.70 | 18.00 | 4,563 | 4,014 |
| Georgia | 250 | 234 | 1.40 | 1.35 | 350 | 316 | 17.90 | 17.00 | 6,265 | 5,372 |
| Florida | 47 | 43 | 1.35 | 1.25 | 63 | 54 | 18.20 | 18.10 | 1,147 | 977 |
| Ohio | 2,960 | 2,960 | 1.30 | 1.36 | 3,848 | 4,026 | 12.80 | 13.00 | 49,254 | 52,338 |
| Indiana | 1,800 | 1,885 | 1.00 | 1.37 | 1,800 | 2,582 | 14.10 | 11.40 | 25,380 | 29,435 |
| Illinois | 2,500 | 2,512 | .98 | 1.30 | 2,450 | 3,266 | 14.10 | 12.60 | 34,545 | 41,152 |
| Michigan | 2,400 | 2,395 | 1.05 | 1.33 | 2,530 | 3,185 | 13.10 | 12.70 | 33,012 | 40,450 |
| Wisconsin | 2,375 | 2,250 | 1.62 | 1.60 | 3,848 | 3,600 | 11.10 | 12.10 | 42,713 | 43,560 |
| Minnesota | 1,680 | 1,661 | 1.50 | 1.53 | 2,490 | 2,541 | 6.60 | 6.40 | 16,434 | 16,262 |
| Iowa | 3,000 | 3,537 | 1.48 | 1.40 | 4,440 | 4,952 | 9.60 | 9.50 | 42,624 | 47,044 |
| Missouri | 3,000 | 3,187 | .60 | 1.30 | 1,800 | 4,143 | 14.50 | 9.80 | 26,100 | 40,601 |
| North Dakota | 340 | 364 | 1.14 | 1.40 | 388 | 510 | 5.80 | 5.50 | 2,250 | 2,806 |
| South Dakota | 460 | 460 | 1.20 | 1.46 | 552 | 672 | 6.50 | 6.10 | 3,588 | 4,099 |
| Nebraska | 1,250 | 1,150 | 1.34 | 1.35 | 1,675 | 1,552 | 8.70 | 8.40 | 14,572 | 13,087 |
| Kansas | 1,500 | 1,627 | .90 | 1.50 | 1,350 | 2,440 | 12.50 | 7.60 | 16,875 | 18,544 |
| Kentucky | 775 | 815 | .87 | 1.23 | 674 | 1,002 | 16.50 | 13.70 | 11,121 | 13,727 |
| Tennessee | 900 | 888 | 1.21 | 1.30 | 1,089 | 1,154 | 16.20 | 15.80 | 17,642 | 18,233 |
| Alabama | 210 | 209 | 1.36 | 1.25 | 286 | 261 | 14.20 | 14.60 | 4,061 | 3,811 |
| Mississippi | 220 | 201 | 1.33 | 1.48 | 293 | 297 | 13.50 | 12.50 | 3,956 | 3,712 |
| Louisiana | 160 | 142 | 1.50 | 1.65 | 240 | 234 | 12.50 | 12.70 | 3,000 | 2,972 |
| Texas | 400 | 387 | 1.16 | 1.40 | 464 | 542 | 11.80 | 10.40 | 5,475 | 5,637 |
| Oklahoma | 450 | 386 | .85 | 1.25 | 382 | 481 | 10.40 | 7.40 | 3,973 | 3,559 |
| Arkansas | 320 | 286 | 1.20 | 1.23 | 384 | 352 | 13.50 | 12.00 | 5,184 | 4,224 |
| Montana | 660 | 640 | 1.80 | 1.90 | 1,188 | 1,216 | 9.60 | 8.30 | 11,405 | 10,068 |
| Wyoming | 480 | 452 | 1.90 | 1.90 | 912 | 869 | 6.70 | 8.60 | 6,110 | 7,387 |
| Colorado | 890 | 870 | 2.05 | 2.19 | 1,824 | 1,905 | 10.00 | 8.70 | 18,240 | 16,574 |
| New Mexico | 192 | 187 | 2.08 | 2.33 | 399 | 436 | 12.10 | 8.50 | 4,828 | 3,706 |
| Arizona | 135 | 113 | 4.00 | 3.40 | 540 | 384 | 11.00 | 12.00 | 5,940 | 4,608 |
| Utah | 390 | 368 | 2.33 | 2.78 | 909 | 1,023 | 9.10 | 8.00 | 8,272 | 8,184 |
| Nevada | 235 | 227 | 2.75 | 3.00 | 646 | 681 | 11.00 | 8.70 | 7,106 | 5,925 |
| Idaho | 705 | 692 | 2.90 | 2.80 | 2,044 | 1,938 | 7.20 | 6.30 | 14,717 | 12,209 |
| Washington | 780 | 776 | 2.30 | 2.20 | 1,794 | 1,707 | 10.90 | 10.10 | 19,555 | 17,241 |
| Oregon | 825 | 790 | 2.10 | 2.20 | 1,732 | 1,738 | 9.00 | 8.80 | 15,588 | 14,425 |
| California | 2,400 | 2,500 | 1.50 | 1.53 | 3,600 | 3,825 | 13.50 | 13.70 | 48,000 | 52,402 |
| United States | 48,964 | 49,530 | 1.31 | 1.47 | 64,116 | 72,691 | 12.43 | 11.79 | 797,077 | 856,695 |

**ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF
THE UNITED STATES IN 1912 AND 1913, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, in thousands (000 omitted). | |
|---------------------|--|---------------|------------------------|-------------|---|-------------|--|-------------|---|--------------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |
| | <i>Acres.</i> | <i>Acres.</i> | <i>Bush</i> | <i>Bush</i> | <i>Bush</i> | <i>Bush</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dols.</i> | <i>Dols.</i> |
| Maine..... | 128 | 117 | 2 20 | 198 | 28,160 | 23,166 | 53 | 55 | 14,925 | 12,741 |
| New Hampshire..... | 17 | 17 | 122 | 140 | 2,074 | 2,380 | 83 | 61 | 1,721 | 1,452 |
| Vermont..... | 25 | 26 | 127 | 140 | 3,175 | 3,640 | 72 | 55 | 2,286 | 2,002 |
| Massachusetts..... | 27 | 26 | 105 | 130 | 2,835 | 3,380 | 85 | 75 | 2,410 | 2,535 |
| Rhode Island..... | 5 | 6 | 130 | 113 | 650 | 565 | 90 | 77 | 535 | 435 |
| Connecticut..... | 24 | 23 | 92 | 107 | 2,208 | 2,461 | 87 | 78 | 1,921 | 1,920 |
| New York..... | 360 | 360 | 74 | 106 | 26,640 | 38,160 | 80 | 58 | 21,312 | 22,133 |
| New Jersey..... | 94 | 92 | 95 | 108 | 8,930 | 9,936 | 82 | 66 | 7,323 | 6,558 |
| Pennsylvania..... | 265 | 265 | 88 | 109 | 23,320 | 28,885 | 80 | 57 | 18,656 | 16,464 |
| Delaware..... | 11 | 11 | 87 | 100 | 957 | 1,100 | 75 | 70 | 718 | 770 |
| Maryland..... | 43 | 37 | 87 | 112 | 3,741 | 4,144 | 67 | 58 | 2,506 | 2,404 |
| Virginia..... | 105 | 95 | 94 | 87 | 9,870 | 8,265 | 80 | 65 | 7,896 | 5,372 |
| West Virginia..... | 48 | 47 | 83 | 112 | 3,984 | 5,264 | 90 | 62 | 3,586 | 3,264 |
| North Carolina..... | 30 | 30 | 80 | 85 | 2,400 | 2,550 | 82 | 76 | 1,968 | 1,933 |
| South Carolina..... | 10 | 10 | 80 | 90 | 800 | 900 | 130 | 112 | 1,040 | 1,008 |
| Georgia..... | 12 | 12 | 81 | 78 | 972 | 936 | 105 | 87 | 1,021 | 814 |
| Florida..... | 12 | 11 | 76 | 93 | 912 | 1,023 | 117 | 110 | 1,067 | 1,125 |
| Ohio..... | 160 | 186 | 94 | 112 | 10,240 | 20,832 | 85 | 53 | 8,704 | 11,041 |
| Indiana..... | 75 | 87 | 53 | 114 | 3,975 | 9,918 | 84 | 50 | 3,339 | 4,959 |
| Illinois..... | 125 | 137 | 46 | 101 | 5,750 | 13,837 | 89 | 60 | 5,118 | 8,302 |
| Michigan..... | 350 | 350 | 96 | 105 | 33,600 | 36,750 | 53 | 41 | 17,808 | 15,068 |
| Wisconsin..... | 295 | 291 | 109 | 120 | 32,155 | 34,920 | 54 | 34 | 17,364 | 11,873 |
| Minnesota..... | 275 | 245 | 110 | 135 | 30,250 | 33,075 | 52 | 28 | 15,730 | 9,261 |
| Iowa..... | 150 | 174 | 48 | 109 | 7,200 | 18,966 | 82 | 46 | 5,904 | 8,724 |
| Missouri..... | 85 | 95 | 38 | 84 | 3,230 | 7,980 | 93 | 69 | 3,004 | 5,506 |
| North Dakota..... | 60 | 52 | 85 | 128 | 5,100 | 6,656 | 56 | 28 | 2,856 | 1,864 |
| South Dakota..... | 60 | 62 | 78 | 105 | 4,680 | 6,510 | 63 | 36 | 2,948 | 2,344 |
| Nebraska..... | 118 | 118 | 48 | 80 | 5,664 | 9,440 | 78 | 51 | 4,418 | 4,814 |
| Kansas..... | 73 | 70 | 40 | 82 | 2,920 | 5,740 | 91 | 73 | 2,657 | 4,190 |
| Kentucky..... | 50 | 51 | 49 | 101 | 2,450 | 5,151 | 102 | 67 | 2,499 | 3,451 |
| Tennessee..... | 38 | 38 | 64 | 88 | 2,432 | 3,344 | 97 | 70 | 2,359 | 2,341 |
| Alabama..... | 18 | 15 | 84 | 81 | 1,512 | 1,215 | 105 | 90 | 1,583 | 1,094 |
| Mississippi..... | 12 | 10 | 80 | 89 | 960 | 890 | 100 | 90 | 960 | 801 |
| Louisiana..... | 25 | 20 | 70 | 73 | 1,750 | 1,460 | 96 | 83 | 1,680 | 1,213 |
| Texas..... | 45 | 52 | 52 | 63 | 2,340 | 3,276 | 112 | 105 | 2,621 | 3,440 |
| Oklahoma..... | 32 | 29 | 60 | 60 | 1,920 | 1,740 | 105 | 93 | 2,016 | 1,618 |
| Arkansas..... | 25 | 25 | 72 | 70 | 1,800 | 1,750 | 100 | 92 | 1,800 | 1,610 |
| Montana..... | 36 | 37 | 140 | 165 | 5,040 | 6,105 | 67 | 40 | 3,377 | 2,442 |
| Wyoming..... | 12 | 11 | 140 | 140 | 1,650 | 1,540 | 65 | 60 | 1,092 | 924 |
| Colorado..... | 80 | 85 | 115 | 95 | 9,200 | 8,075 | 65 | 41 | 5,980 | 3,311 |
| New Mexico..... | 9 | 9 | 65 | 100 | 612 | 900 | 140 | 65 | 857 | 585 |
| Arizona..... | 1 | 1 | 75 | 125 | 75 | 125 | 135 | 125 | 101 | 156 |
| Utah..... | 20 | 19 | 180 | 185 | 3,600 | 3,515 | 68 | 49 | 2,088 | 1,722 |
| Nevada..... | 11 | 12 | 160 | 178 | 1,760 | 2,136 | 68 | 60 | 1,197 | 1,282 |
| Idaho..... | 24 | 35 | 170 | 185 | 55,780 | 6,475 | 50 | 29 | 2,890 | 1,878 |
| Washington..... | 60 | 68 | 123 | 167 | 7,380 | 11,356 | 60 | 36 | 4,428 | 4,088 |
| Oregon..... | 50 | 65 | 135 | 155 | 6,750 | 10,075 | 58 | 31 | 3,915 | 3,123 |
| California..... | 68 | 78 | 119 | 130 | 8,092 | 10,140 | 70 | 65 | 5,664 | 6,591 |
| United States..... | 3,668 | 3,711 | 90.4 | 113.4 | 331,525 | 420,647 | 68.7 | 50.5 | 227,903 | 212,550 |

**ACREAGE, PRODUCTION AND VALUE OF THE TOBACCO FLAX-
SEED AND RICE CROPS OF THE UNITED STATES IN 1912
AND 1913, AS REPORTED BY THE DEPARTMENT
OF AGRICULTURE, WASHINGTON.**

| STATE. | Acreage, in thousands (000 omitted). | | Yield, per Acre. | | Production, in thousands (000 omitted). | | Price Paid Farmers Dec. 1. | | Value on basis of prices Paid Farmers, Dec. 1, (in thousands (000 omitted)). | |
|--------|--|------|------------------------|------|---|------|--|------|---|------|
| | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 | 1913 | 1912 |

| TOBACCO. | | | | | | | | | | |
|---------------------|-----------|-----------|-------|-------|---------|---------|------|-------|---------|---------|
| | Acres. | Acres. | Lbs. | Lbs. | Lbs. | Cts. | Cts. | Dols. | Dols. | |
| New Hampshire..... | 100 | 100 | 1,650 | 1,700 | 165 | 170 | 18.0 | 18.5 | 30 | 31 |
| Vermont..... | 100 | 100 | 1,550 | 1,700 | 155 | 170 | 18.0 | 18.5 | 28 | 31 |
| Massachusetts..... | 6,100 | 5,800 | 1,550 | 1,700 | 9,455 | 9,860 | 21.0 | 23.9 | 1,986 | 2,357 |
| Connecticut..... | 18,400 | 17,500 | 1,550 | 1,700 | 28,520 | 29,750 | 21.0 | 24.1 | 5,989 | 7,170 |
| New York..... | 4,300 | 4,000 | 1,020 | 1,300 | 4,386 | 5,200 | 12.2 | 12.6 | 535 | 655 |
| Pennsylvania..... | 38,900 | 44,200 | 1,200 | 1,450 | 46,680 | 64,090 | 7.5 | 8.5 | 3,501 | 5,448 |
| Maryland..... | 25,000 | 26,000 | 740 | 660 | 18,500 | 17,160 | 9.3 | 8.0 | 1,720 | 1,873 |
| Virginia..... | 200,000 | 187,000 | 770 | 600 | 154,000 | 112,200 | 13.9 | 12.0 | 21,406 | 13,464 |
| West Virginia..... | 15,000 | 15,800 | 680 | 760 | 10,200 | 12,008 | 12.0 | 11.0 | 1,224 | 1,321 |
| North Carolina..... | 250,000 | 179,000 | 670 | 620 | 167,500 | 110,980 | 18.5 | 16.0 | 30,988 | 17,757 |
| South Carolina..... | 43,800 | 35,000 | 780 | 700 | 33,288 | 24,500 | 13.8 | 10.9 | 4,594 | 2,670 |
| Georgia..... | 1,800 | 1,400 | 1,000 | 830 | 1,800 | 1,162 | 31.0 | 30.0 | 558 | 349 |
| Florida..... | 4,000 | 3,100 | 1,000 | 840 | 4,000 | 2,604 | 31.0 | 30.0 | 1,240 | 781 |
| Ohio..... | 81,900 | 86,203 | 750 | 920 | 61,425 | 79,304 | 11.4 | 9.1 | 7,002 | 7,217 |
| Indiana..... | 15,900 | 18,700 | 750 | 800 | 11,925 | 14,960 | 11.0 | 9.0 | 1,312 | 1,346 |
| Illinois..... | 800 | 900 | 700 | 780 | 560 | 684 | 11.5 | 9.0 | 64 | 62 |
| Wisconsin..... | 43,000 | 42,200 | 1,180 | 1,200 | 50,740 | 54,438 | 12.0 | 11.0 | 6,089 | 5,988 |
| Missouri..... | 5,100 | 6,000 | 650 | 1,000 | 3,315 | 6,000 | 12.7 | 12.0 | 421 | 720 |
| Kentucky..... | 370,000 | 441,000 | 760 | 780 | 281,200 | 343,980 | 10.0 | 8.7 | 28,120 | 29,926 |
| Tennessee..... | 90,000 | 110,000 | 720 | 660 | 64,800 | 72,600 | 8.4 | 7.1 | 5,443 | 5,155 |
| Alabama..... | 300 | 300 | 700 | 750 | 210 | 225 | 25.0 | 35.0 | 52 | 79 |
| Louisiana..... | 600 | 500 | 450 | 300 | 270 | 150 | 25.0 | 30.0 | 68 | 45 |
| Texas..... | 200 | 200 | 800 | 700 | 120 | 140 | 22.0 | 17.5 | 26 | 24 |
| Arkansas..... | 800 | 800 | 650 | 650 | 520 | 520 | 16.4 | 18.0 | 85 | 94 |
| United States..... | 1,216,100 | 1,225,800 | 784.3 | 785.5 | 953,734 | 962,855 | 12.8 | 10.8 | 122,481 | 104,063 |

| FLAXSEED. | | | | | | | | | | |
|--------------------|-------|-------|------|------|--------|--------|------|------|--------|--------|
| | | | | | | | | | | |
| Wisconsin..... | 9 | 10 | 14.0 | 12.5 | 125 | 1.23 | 1.27 | 155 | 159 | |
| Minnesota..... | 350 | 404 | 9.0 | 10.2 | 3,150 | 4,121 | 1.23 | 1.20 | 3,874 | 4,945 |
| Iowa..... | 28 | 35 | 9.4 | 11.5 | 263 | 402 | 1.23 | 1.24 | 323 | 493 |
| Missouri..... | 10 | 12 | 5.0 | 6.0 | 50 | 72 | 1.15 | 1.10 | 58 | 79 |
| North Dakota..... | 1,000 | 1,245 | 7.2 | 9.7 | 7,200 | 12,086 | 1.21 | 1.14 | 8,712 | 13,778 |
| South Dakota..... | 425 | 619 | 7.2 | 8.6 | 3,080 | 5,323 | 1.20 | 1.13 | 3,672 | 6,015 |
| Nebraska..... | 9 | 2 | 6.0 | 9.5 | 54 | 19 | 1.10 | 1.28 | 59 | 24 |
| Kansas..... | 50 | 50 | 6.0 | 6.0 | 300 | 300 | 1.16 | 1.30 | 345 | 390 |
| Oklahoma..... | | 1 | | 9.0 | | 9 | | 1.38 | | 12 |
| Montana..... | 400 | 460 | 9.0 | 12.0 | 3,600 | 5,620 | 1.15 | 1.12 | 4,140 | 6,182 |
| Colorado..... | 10 | 12 | 5.0 | 8.0 | 50 | 96 | 1.15 | 1.25 | 58 | 120 |
| United States..... | 2,291 | 2,851 | 7.8 | 9.8 | 17,853 | 28,073 | 1.20 | 1.15 | 21,399 | 32,202 |

| RICE. | | | | | | | | | | |
|---------------------|---------|---------|------|------|--------|--------|------|------|--------|--------|
| | | | | | | | | | | |
| North Carolina..... | 300 | 400 | 24 | 25 | 7 | 10 | 80 | 90 | 6 | 9 |
| South Carolina..... | 4,900 | 8,000 | 30 | 25 | 147 | 200 | 90 | 93 | 132 | 186 |
| Georgia..... | 500 | 900 | 32 | 30 | 16 | 27 | 83 | 90 | 13 | 24 |
| Florida..... | 400 | 600 | 25 | 25 | 10 | 15 | 60 | 90 | 6 | 14 |
| Alabama..... | 200 | 300 | 22 | 30 | 4 | 9 | 60 | 90 | 2 | 8 |
| Mississippi..... | 1,500 | 2,200 | 28 | 35 | 42 | 77 | 70 | 90 | 29 | 69 |
| Louisiana..... | 405,500 | 352,600 | 29 | 34 | 11,760 | 11,812 | 84 | 93 | 9,878 | 10,985 |
| Texas..... | 303,000 | 265,800 | 32 | 36 | 9,696 | 9,429 | 86 | 94 | 8,339 | 8,863 |
| Arkansas..... | 104,700 | 90,300 | 36 | 38 | 3,789 | 3,405 | 90 | 94 | 3,392 | 3,201 |
| California..... | 6,100 | 1,400 | 48 | 50 | 293 | 70 | 100 | 91 | 293 | 64 |
| United States..... | 827,100 | 722,800 | 31.1 | 34.7 | 25,744 | 25,054 | 85.8 | 93.5 | 22,090 | 23,423 |

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

| CROP OF | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Barley, bush |
|-----------|--------------|---------------|---------------|------------|--------------|
| 1886..... | 457,318,000 | 1,665,441,000 | 634,134,000 | 34,489,000 | 59,428,000 |
| 1887..... | 456,329,000 | 1,456,161,000 | 659,618,000 | 20,691,000 | 56,812,000 |
| 1888..... | 414,868,000 | 1,987,790,000 | 701,735,000 | 28,415,000 | 63,684,000 |
| 1889..... | 490,560,000 | 2,112,892,000 | 751,515,000 | 28,500,000 | 66,000,000 |
| 1890..... | 399,262,000 | 1,489,970,000 | 523,621,000 | 29,000,000 | 58,800,000 |
| 1891..... | 611,780,000 | 2,060,154,000 | 788,394,000 | 36,000,000 | 77,400,000 |
| 1892..... | 515,949,000 | 1,628,464,000 | 661,035,000 | ..... | ..... |
| 1893..... | 396,131,725 | 1,619,496,731 | 638,854,360 | 26,555,446 | 69,869,495 |
| 1894..... | 460,267,416 | 1,212,770,052 | 662,036,928 | 26,727,615 | 61,400,465 |
| 1895..... | 467,102,947 | 2,151,138,580 | 824,448,587 | 27,210,070 | 87,072,744 |
| 1896..... | 427,684,846 | 2,288,875,165 | 707,546,404 | 24,869,047 | 69,695,223 |
| 1897..... | 530,149,168 | 1,902,967,938 | 698,767,809 | 7,868,324 | 66,685,127 |
| 1898..... | 675,148,705 | 1,924,184,660 | 780,906,643 | 25,637,522 | 55,792,267 |
| 1899..... | 547,808,846 | 2,078,148,983 | 796,177,713 | 23,961,741 | 78,381,563 |
| 1900..... | 522,229,505 | 2,106,102,516 | 909,126,969 | 23,995,927 | 58,925,833 |
| 1901..... | 748,460,218 | 1,522,519,891 | 736,608,724 | 80,844,830 | 109,932,924 |
| 1902..... | 670,068,008 | 2,528,548,312 | 967,842,712 | 33,630,592 | 184,954,023 |
| 1903..... | 687,821,835 | 2,244,176,925 | 784,094,199 | 29,868,416 | 131,861,891 |
| 1904..... | 552,399,517 | 2,467,480,934 | 894,595,552 | 27,284,565 | 139,748,958 |
| 1905..... | 692,979,489 | 2,707,968,540 | 958,216,197 | 27,616,045 | 186,651,020 |
| 1906..... | 785,260,970 | 2,927,416,091 | 964,904,523 | 33,374,388 | 178,916,484 |
| 1907..... | 684,607,000 | 2,692,320,000 | 754,448,000 | 31,566,000 | 158,597,000 |
| 1908..... | 664,602,000 | 2,668,651,000 | 807,166,000 | 31,851,000 | 166,756,000 |
| 1909..... | 688,350,000 | 2,552,190,000 | 1,007,129,000 | 29,520,000 | 173,321,000 |
| 1910..... | 635,121,000 | 2,886,260,000 | 1,186,841,000 | 34,897,000 | 178,382,000 |
| 1911..... | 621,338,000 | 2,531,488,000 | 922,298,000 | 33,119,000 | 160,240,000 |
| 1912..... | 730,267,000 | 3,124,746,000 | 1,418,887,000 | 36,664,000 | 228,524,000 |
| 1913..... | 763,380,000 | 2,446,968,000 | 1,121,768,000 | 41,881,000 | 178,189,000 |

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREET'S.

The following figures represent stocks of Grain available at 76 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

| DATES. | GRAIN STOCKS EAST OF ROCKY MOUNTAINS. | | | | PACIFIC COAST STOCKS. |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------------|
| | Wheat. | Corn. | Oats. | Barley. | Wheat. |
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. |
| 1913, February 1..... | 120,257,000 | 12,314,000 | 22,145,000 | 8,614,000 | 8,998,000 |
| March 1..... | 114,848,000 | 22,068,000 | 25,382,000 | 9,106,000 | 8,740,000 |
| April 1..... | 109,114,000 | 26,074,000 | 26,970,000 | 9,268,000 | 8,808,000 |
| May 1..... | 81,874,000 | 9,297,000 | 19,997,000 | 8,812,000 | 2,965,000 |
| June 1..... | 64,487,000 | 4,825,000 | 21,188,000 | 8,808,000 | 8,052,000 |
| July 1..... | 49,908,000 | 18,557,000 | 26,771,000 | 4,535,000 | 2,296,000 |
| August 1..... | 51,457,000 | 8,463,000 | 27,461,000 | 8,565,000 | 790,000 |
| September 1..... | 55,256,000 | 3,771,000 | 85,356,000 | 8,888,000 | 1,454,000 |
| October 1..... | 88,959,000 | 9,487,000 | 44,076,000 | 8,889,000 | 3,551,000 |
| November 1..... | 104,585,000 | 7,685,000 | 45,227,000 | 11,055,000 | 4,097,000 |
| December 1..... | 116,078,000 | 8,894,000 | 46,283,000 | 12,897,000 | 4,145,000 |
| 1914, January 1..... | 127,588,000 | 14,427,000 | 51,220,000 | 12,969,000 | 8,525,000 |

ESTIMATE OF CROPS OF THE WORLD.

| YEAR. | Wheat, Bushels. | Corn, Bushels. | Oats, Bushels. | Barley, Bushels. | Rye, Bushels. |
|-----------|--------------------|-------------------|-------------------|---------------------|------------------|
| 1913..... | 3,989,331,000 | 3,495,200,000 | 4,557,468,000 | 1,470,088,000 | 1,856,617,000 |
| 1912..... | 3,880,798,000 | 4,230,560,000 | 4,832,941,000 | 1,375,174,000 | 1,888,693,000 |
| 1911..... | 3,562,189,000 | 3,326,600,000 | 3,678,698,000 | 1,291,840,000 | 1,552,719,000 |
| 1910..... | 3,613,230,000 | 3,758,960,000 | 3,840,548,000 | 1,355,832,000 | 1,611,797,000 |
| 1909..... | 3,590,229,000 | 3,467,700,000 | 3,962,129,000 | 1,367,221,000 | 1,241,020,000 |
| 1908..... | 3,176,479,000 | 3,532,057,000 | 3,660,656,000 | 1,176,016,000 | 1,512,017,000 |
| 1907..... | 3,126,965,000 | 3,307,200,000 | 3,803,448,000 | 1,191,517,000 | 1,604,400,000 |
| 1906..... | 3,286,720,000 | 3,821,400,000 | 3,255,304,000 | 1,201,676,000 | 1,516,848,000 |
| 1905..... | 3,212,720,000 | 3,385,714,000 | 3,398,700,000 | 1,909,400,000 | 1,462,286,000 |
| 1904..... | 2,931,328,000 | 3,027,514,000 | 3,536,179,000 | 1,167,053,000 | 1,748,571,000 |
| 1903..... | 3,235,864,000 | 3,024,857,000 | 3,341,651,000 | 1,252,259,000 | 1,650,857,000 |
| 1902..... | 3,151,280,000 | ..... | 3,601,275,000 | 1,216,393,000 | ..... |
| 1901..... | 2,783,784,000 | ..... | 2,860,158,000 | ..... | ..... |
| 1900..... | 2,663,440,000 | ..... | ..... | ..... | ..... |
| 1899..... | 2,627,616,000 | ..... | ..... | ..... | ..... |
| 1898..... | 2,928,616,000 | ..... | ..... | ..... | ..... |
| 1897..... | 2,291,160,000 | ..... | ..... | ..... | ..... |
| 1896..... | 2,387,456,000 | ..... | ..... | ..... | ..... |
| 1895..... | 2,442,624,000 | ..... | ..... | ..... | ..... |

**WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.**

| YEAR. | WINTER WHEAT. | | | SPRING WHEAT. | | | Total Crop, bushels. | Total Acreage. | Average per Acre, Total Crop. |
|-----------|---------------|-------------|-------------------------|---------------|-------------|-------------------------|-------------------------|-------------------|---|
| | Acreage. | Yield, bus. | Average per Acre. | Acreage. | Yield, bus. | Average per Acre. | | | |
| 1891..... | 26,581,283 | 392,495,000 | 14.8 | 13,335,613 | 219,285,000 | 16.4 | 611,780,000 | 39,916,897 | 15.3 |
| 1892..... | 25,989,076 | 369,191,000 | 13.8 | 12,565,354 | 166,768,000 | 12.5 | 515,949,000 | 38,564,430 | 13.4 |
| 1893..... | 22,868,539 | 275,488,809 | 12.0 | 11,760,879 | 130,642,916 | 10.3 | 396,131,725 | 34,629,418 | 11.4 |
| 1894..... | 23,306,500 | 326,398,840 | 14.0 | 11,575,938 | 133,808,576 | 11.6 | 460,207,416 | 34,882,436 | 13.2 |
| 1895..... | 22,609,322 | 261,242,134 | 11.6 | 11,428,010 | 205,860,813 | 18.0 | 467,102,947 | 34,047,332 | 13.7 |
| 1896..... | 22,793,718 | 267,934,004 | 11.8 | 11,894,928 | 159,750,342 | 13.5 | 427,684,346 | 34,618,646 | 12.4 |
| 1897..... | 22,925,623 | 323,616,123 | 14.1 | 16,539,443 | 206,533,045 | 12.5 | 530,149,168 | 39,465,066 | 13.4 |
| 1898..... | 25,744,848 | 382,492,032 | 14.9 | 18,310,430 | 292,653,673 | 16.0 | 675,148,706 | 44,065,278 | 15.3 |
| 1899..... | 25,357,532 | 291,706,229 | 11.5 | 19,234,924 | 266,697,614 | 13.29 | 547,393,846 | 44,692,516 | 12.3 |
| 1900..... | 26,235,897 | 330,025,409 | 13.3 | 16,259,488 | 172,204,096 | 10.59 | 522,229,505 | 42,495,356 | 12.29 |
| 1901..... | 30,239,701 | 458,834,501 | 15.2 | 19,655,813 | 289,625,717 | 14.7 | 748,460,218 | 49,896,514 | 15.0 |
| 1902..... | 28,581,426 | 411,738,666 | 14.4 | 17,620,998 | 238,274,342 | 14.7 | 670,063,008 | 46,202,424 | 14.5 |
| 1903..... | 32,510,510 | 396,867,250 | 12.3 | 16,954,457 | 237,954,585 | 14.0 | 637,821,835 | 49,464,967 | 12.9 |
| 1904..... | 26,865,855 | 332,935,346 | 12.4 | 17,209,020 | 219,464,171 | 12.8 | 552,399,517 | 44,074,875 | 12.5 |
| 1905..... | 29,864,018 | 438,482,834 | 14.3 | 17,900,061 | 264,516,655 | 14.7 | 692,979,489 | 47,354,079 | 14.5 |
| 1906..... | 29,599,961 | 492,888,004 | 16.7 | 17,705,868 | 242,372,966 | 13.7 | 735,260,970 | 47,306,829 | 15.54 |
| 1907..... | 28,132,000 | 409,442,000 | 14.6 | 17,079,000 | 224,645,000 | 13.2 | 634,087,000 | 45,211,000 | 14.0 |
| 1908..... | 30,349,000 | 437,908,000 | 14.3 | 17,208,000 | 226,694,000 | 13.2 | 664,604,000 | 47,557,000 | 14.0 |
| 1909..... | 28,330,000 | 446,366,000 | 15.8 | 18,393,000 | 290,823,000 | 15.8 | 683,350,000 | 44,261,000 | 15.4 |
| 1910..... | 27,323,000 | 434,142,000 | 15.9 | 18,332,000 | 290,979,000 | 11.0 | 635,121,000 | 45,681,000 | 13.9 |
| 1911..... | 29,162,000 | 430,656,000 | 14.8 | 20,381,000 | 300,682,000 | 9.4 | 621,338,000 | 49,543,000 | 12.5 |
| 1912..... | 26,571,000 | 399,919,000 | 15.1 | 19,243,000 | 330,348,000 | 17.2 | 730,267,000 | 45,814,000 | 15.9 |
| 1913..... | 21,699,000 | 523,561,000 | 16.5 | 18,485,000 | 298,819,000 | 13.0 | 763,380,000 | 50,184,000 | 15.2 |

STOCKS OF GRAIN IN FARMERS' HANDS.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D.C.

CORN.

| YEAR. | CROP. | Per cent on hand November 1 of following year. | Amount on hand November 1 of following year. |
|-----------|-----------------|--|--|
| | <i>Bushels.</i> | | <i>Bushels.</i> |
| 1909..... | 2,552,190,000 | 4.3 | 119,058,000 |
| 1910..... | 2,886,260,000 | 4.3 | 132,000,000 |
| 1911..... | 2,631,488,000 | 2.6 | 64,764,000 |
| 1912..... | 3,124,746,000 | 4.4 | 137,972,000 |
| 1913..... | 2,446,988,000 | ..... | ..... |

WHEAT.

| YEAR. | CROP. | Per cent on hand July 1 of following year. | Amount on hand July 1 of following year. |
|-----------|-----------------|--|--|
| | <i>Bushels.</i> | | <i>Bushels.</i> |
| 1906..... | 735,260,970 | 7.5 | 54,853,000 |
| 1907..... | 634,087,000 | 5.3 | 33,797,000 |
| 1908..... | 664,602,000 | 2.3 | 15,062,000 |
| 1909..... | 683,350,000 | 5.3 | 38,739,000 |
| 1910..... | 635,121,000 | 5.5 | 38,288,000 |
| 1911..... | 621,388,000 | 3.8 | 23,876,000 |
| 1912..... | 730,267,000 | 4.9 | 35,515,000 |
| 1913..... | 763,380,110 | ..... | ..... |

OATS.

| YEAR. | CROP. | Per cent on hand August 1 of following year. | Amount on hand August 1 of following year. |
|-----------|-----------------|--|--|
| | <i>Bushels.</i> | | <i>Bushels.</i> |
| 1906..... | 964,904,522 | 7.1 | 68,000,000 |
| 1907..... | 754,443,000 | 5.0 | 38,000,000 |
| 1908..... | 807,186,000 | 3.8 | 26,323,000 |
| 1909..... | 1,007,129,000 | 6.3 | 63,249,000 |
| 1910..... | 1,186,341,000 | 5.7 | 64,342,000 |
| 1911..... | 922,298,000 | 3.8 | 34,874,000 |
| 1912..... | 1,418,337,000 | 7.3 | 103,900,000 |
| 1913..... | 112,768,000 | ..... | ..... |

QUANTITIES OF CORN, WHEAT AND OATS IN FARMERS' HANDS MARCH 1.

| YEARS. | CORN. | WHEAT. | OATS. |
|-----------|-----------------|-----------------|-----------------|
| | <i>Bushels.</i> | <i>Bushels.</i> | <i>Bushels.</i> |
| 1890..... | 969,938,480 | 156,435,550 | ..... |
| 1891..... | 542,173,250 | 112,470,655 | ..... |
| 1892..... | 860,393,950 | 171,070,881 | ..... |
| 1893..... | 626,847,870 | 135,205,430 | ..... |
| 1894..... | 585,816,370 | 114,059,560 | ..... |
| 1895..... | 475,565,430 | 74,999,790 | ..... |
| 1896..... | 1,072,273,700 | 123,045,290 | ..... |
| 1897..... | 1,164,405,884 | 88,149,072 | 312,814,923 |
| 1898..... | 782,870,651 | 121,320,500 | 271,729,032 |
| 1899..... | 800,533,109 | 198,066,496 | 283,208,940 |
| 1900..... | 773,729,528 | 158,745,595 | 290,937,335 |
| 1901..... | 776,166,350 | 128,098,074 | 292,803,480 |
| 1902..... | 443,456,515 | 173,702,583 | 227,502,343 |
| 1903..... | 1,050,652,819 | 164,047,106 | 364,926,483 |
| 1904..... | 839,052,875 | 132,608,382 | 273,707,637 |
| 1905..... | 954,268,217 | 111,064,959 | 347,155,643 |
| 1906..... | 1,107,569,358 | 158,403,000 | 379,805,000 |
| 1907..... | 1,298,000,000 | 206,644,000 | 354,461,000 |
| 1908..... | 962,429,000 | 148,721,000 | 267,476,000 |
| 1909..... | 1,047,763,000 | 143,692,000 | 278,847,000 |
| 1910..... | 977,561,000 | 160,214,000 | 365,432,000 |
| 1911..... | 1,165,378,000 | 162,705,000 | 442,665,000 |
| 1912..... | 884,069,000 | 122,025,000 | 289,988,000 |
| 1913..... | 1,289,655,000 | 156,483,000 | 604,216,000 |
| 1914..... | 866,392,000 | 151,809,000 | 416,476,000 |

DISTRIBUTION OF THE WHEAT CROP OF THE UNITED STATES FOR FIFTEEN YEARS.

COMPILED BY THE DAILY TRADE BULLETIN.

| Harvest Year, Ending June 30. | Popula- tion, United States. | TOTAL SUPPLIES. | | | TOTAL DISTRIBUTION. | | | | Con- sumption, Per Capita, Bushels. | | |
|---|---------------------------------------|-------------------------------------|--|------------------------------------|------------------------------|-----------------------|--------------------------------------|------------------------------------|---|-------------------------------------|--|
| | | Crop Har- vested, Bushels. | Supply on hand at opening of harvest year. | | Total Supply, Bushels. | Seedling, Bushels. | On hand at close of harvest year. | | | Exports for Year, Bushels. | Remaining for Con- sumption, Bushels. |
| | | | In Farmers' Hands, Bushels. | In Second Hands, Bushels. | | | In Farmers' Hands, Bushels. | In Second Hands, Bushels. | | | |
| | | | | | | | | | | | |
| 1897-8 | 72,590,000 | 530,000,000 | 30,000,000 | 39,000,000 | 599,000,000 | 59,000,000 | 16,000,000 | 26,000,000 | 217,000,000 | 281,000,000 | 3.37 |
| 1898-9 | 74,012,000 | 575,000,000 | 16,000,000 | 26,000,000 | 717,000,000 | 66,000,000 | 65,000,000 | 68,000,000 | 223,000,000 | 295,000,000 | 3.98 |
| 1899-1900 | 75,442,000 | 547,000,000 | 65,000,000 | 68,000,000 | 680,000,000 | 66,000,000 | 51,000,000 | 85,000,000 | 186,000,000 | 292,000,000 | 3.88 |
| 1900-1 | 76,935,000 | 522,000,000 | 31,000,000 | 85,000,000 | 653,000,000 | 64,000,000 | 31,000,000 | 60,000,000 | 216,000,000 | 287,000,000 | 3.75 |
| 1901-2 | 78,470,000 | 748,000,000 | 31,000,000 | 60,000,000 | 839,000,000 | 70,000,000 | 52,000,000 | 46,000,000 | 235,000,000 | 436,000,000 | 5.54 |
| 1902-3 | 80,050,000 | 670,000,000 | 32,000,000 | 46,000,000 | 768,000,000 | 75,000,000 | 43,000,000 | 35,000,000 | 203,000,000 | 412,000,000 | 5.14 |
| 1903-4 | 81,640,000 | 685,000,000 | 43,000,000 | 35,000,000 | 716,000,000 | 75,000,000 | 37,000,000 | 35,000,000 | 121,000,000 | 448,000,000 | 5.49 |
| 1904-5 | 83,270,000 | 552,000,000 | 37,000,000 | 33,000,000 | 624,000,000 | 75,000,000 | 24,000,000 | 33,000,000 | 98,000,000 | 448,000,000 | 5.38 |
| 1905-6 | 84,650,000 | 693,000,000 | 24,000,000 | 33,000,000 | 760,000,000 | 75,000,000 | 46,000,000 | 53,000,000 | 147,000,000 | 476,000,000 | 5.60 |
| 1906-7 | 86,050,000 | 735,000,000 | 40,000,000 | 55,000,000 | 836,000,000 | 75,000,000 | 55,000,000 | 80,000,000 | 163,000,000 | 465,000,000 | 5.52 |
| 1907-8 | 88,380,000 | 634,000,000 | 55,000,000 | 38,000,000 | 769,000,000 | 72,000,000 | 34,000,000 | 35,000,000 | 177,000,000 | 465,000,000 | 5.28 |
| 1908-9 | 90,150,000 | 665,000,000 | 34,000,000 | 35,000,000 | 734,000,000 | 72,000,000 | 15,000,000 | 28,000,000 | 115,000,000 | 504,000,000 | 5.59 |
| 1909-10 | 91,973,000 | 683,000,000 | 15,000,000 | 38,000,000 | 726,000,000 | 68,000,000 | 36,000,000 | 40,000,000 | 88,000,000 | 485,000,000 | 5.27 |
| 1910-11 | 93,800,000 | 635,000,000 | 30,000,000 | 49,000,000 | 720,000,000 | 82,000,000 | 34,000,000 | 53,000,000 | 60,000,000 | 489,000,000 | 5.21 |
| 1911-12 | 95,600,000 | 621,000,000 | 34,000,000 | 58,000,000 | 719,000,000 | 72,000,000 | 24,000,000 | 54,000,000 | 80,000,000 | 483,000,000 | 5.05 |
| 1912-13 | 97,000,000 | 730,000,000 | 24,000,000 | 54,000,000 | 808,000,000 | 71,000,000 | 35,000,000 | 55,000,000 | 143,000,000 | 504,000,000 | 5.20 |

AVERAGE CONDITION OF CHOPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

| YEARS. | WINTER WHEAT. | | | | SPRING WHEAT. | | | | OATS. | | | |
|--------|---------------|--------|------|-------|---------------|---------|------------|----------|-------|-------|---------|------------|
| | All Wheat. | | | | Corn. | | | | Oats. | | | |
| | September. | April. | May. | June. | July. | August. | September. | October. | June. | July. | August. | September. |
| 1892 | 83.5 | 74.2 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1893 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1894 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1895 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1896 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1897 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1898 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1899 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1900 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1901 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1902 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1903 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1904 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1905 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1906 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1907 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1908 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1909 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1910 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1911 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1912 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |
| 1913 | 74.7 | 74.7 | 75.4 | 76.3 | 82.2 | 80.6 | 81.2 | 81.2 | 81.1 | 81.1 | 81.1 | 81.1 |

THE WHEAT CROP OF THE WORLD.

From Broomhall's Corn Trade News.
(In Quarters of 480 lbs., 000 omitted.)

| COUNTRY. | 1913 | 1912 | 1911 | 1910 | 1909 |
|---|------------------|------------------|------------------|------------------|------------------|
| EUROPE: | | | | | |
| France..... | 40,300 | 41,700 | 40,000 | 31,396 | 44,900 |
| Russia—72 Govern- ments, including Si- beria..... | a122,156 | 91,017 | 63,500 | 104,009 | 97,600 |
| Hungary..... | 19,120 | 21,670 | 22,100 | 21,200 | 14,170 |
| Austria..... | 8,300 | 8,330 | 7,000 | 7,210 | 6,900 |
| Croatia Slavonia..... | 2,110 | 1,410 | 1,850 | 1,650 | 1,540 |
| Bosnia & Herzegovina..... | 320 | 370 | 300 | 300 | 330 |
| Italy..... | 26,000 | 20,700 | 24,000 | 19,200 | 23,880 |
| Germany..... | 21,000 | 20,030 | 17,500 | 17,740 | 17,255 |
| Spain..... | 13,800 | 14,000 | 18,682 | 17,000 | 18,000 |
| Portugal..... | 700 | 700 | 1,200 | 1,150 | 900 |
| Roumania..... | 10,000 | 10,600 | 11,400 | 13,400 | 7,300 |
| Bulgaria & Roumelia..... | 5,000 | 5,500 | 8,500 | 7,074 | 4,562 |
| Servia..... | 1,378 | 2,044 | 1,800 | 1,652 | 1,744 |
| Greece..... | 500 | 920 | 400 | 300 | 600 |
| United Kingdom..... | 7,000 | 7,175 | 7,987 | 7,279 | 7,900 |
| Belgium..... | 1,800 | 1,910 | 1,800 | 1,500 | 1,653 |
| Holland..... | 550 | 575 | 500 | 530 | 630 |
| Switzerland..... | 440 | 397 | 440 | 400 | 445 |
| Sweden..... | 913 | 976 | 1,037 | 880 | 800 |
| Denmark..... | 520 | 470 | 500 | 590 | 489 |
| Norway..... | 35 | 39 | 30 | 38 | 38 |
| Cyprus & Malta..... | 300 | 300 | 300 | 300 | 360 |
| TOTAL EUROPE..... | 282,242 | 250,834 | 230,826 | 254,798 | 251,993 |
| AMERICA: | | | | | |
| U. S. A..... | 94,250 | b91,250 | 77,700 | c79,400 | 92,000 |
| Canada..... | 24,000 | 22,800 | 27,000 | 18,750 | 20,840 |
| Argentina..... | 18,000 | c24,800 | 21,300 | 17,000 | 16,400 |
| Uruguay..... | 1,000 | 1,000 | 1,200 | 1,125 | 1,200 |
| Chile..... | d1,500 | 1,800 | 1,750 | 2,500 | 2,500 |
| Mexico..... | 1,300 | 1,800 | 700 | 1,150 | 1,150 |
| TOTAL AMERICA..... | 140,250 | 143,050 | 129,650 | 119,925 | 134,090 |
| AFRICA: | | | | | |
| Algeria..... | 4,600 | 3,400 | 4,500 | 5,000 | 4,300 |
| Tunis..... | 500 | 530 | 1,100 | 700 | 780 |
| TOTAL AFRICA..... | 5,100 | 3,930 | 5,600 | 5,700 | 5,080 |
| ASIA: | | | | | |
| India..... | e35,000 | 45,100 | 46,500 | 46,500 | 44,600 |
| Japan..... | 3,000 | 3,100 | 3,000 | 2,760 | 2,894 |
| TOTAL ASIA..... | 38,000 | 48,200 | 49,500 | 49,260 | 47,494 |
| AUSTRALASIA: | | | | | |
| New South Wales..... | 4,380 | 4,060 | 2,900 | 3,510 | 3,800 |
| Victoria..... | 4,380 | 3,300 | 3,300 | 4,250 | 3,600 |
| Queensland..... | 250 | 150 | 50 | 180 | 150 |
| South Australia..... | 2,250 | 2,425 | 2,500 | 3,040 | 3,100 |
| West Australia..... | 1,625 | 1,140 | 580 | 950 | 700 |
| Tasmania..... | 87 | 79 | 90 | 140 | 100 |
| New Zealand..... | 750 | 650 | 1,000 | 1,100 | 1,100 |
| TOTAL AUSTRALASIA..... | 13,722 | 11,804 | 10,420 | 13,150 | 12,550 |
| Total World's crop, Qrs..... | 479,214 | 457,817 | 425,996 | 442,833 | 451,207 |
| Total World's Crop, Bus..... | 3,833,712 | 3,662,536 | 3,407,968 | 3,542,664 | 3,609,656 |

(a) Latest official estimate, but considerably in excess of commercial estimates*

(b) Commercial estimate.

(c) Probably overestimated by 4,000,000 qrs.

(d) To be harvested next January.

(e) An estimate for next March.

THE CORN CORP OF THE WORLD.

From Broomhall's Corn Trade News.
(In Quarters of 480 lbs., 000 omitted.)

| COUNTRY. | 1913 | 1912 | 1911 | 1910 | 1909 |
|----------------------|----------------|----------------|----------------|----------------|----------------|
| U. S. A..... | 287,000 | 364,000 | 294,252 | 335,451 | 296,000 |
| Canada..... | 2,000 | 1,700 | 2,100 | 2,800 | 2,200 |
| Argentina..... | 230,000 | 26,000 | 34,500 | 3,200 | 20,500 |
| Uruguay..... | 1,000 | 1,000 | 1,000 | 300 | 800 |
| Austria-Hungary..... | 28,160 | 26,400 | 18,000 | 24,000 | 22,600 |
| Roumania..... | 14,000 | 10,300 | 13,000 | 12,500 | 8,300 |
| Bulgaria..... | 4,000 | 3,500 | 4,000 | 3,300 | 2,500 |
| Servia..... | 2,750 | 2,600 | 2,000 | 2,750 | 3,400 |
| Russia..... | 6,900 | 9,300 | 9,500 | 11,900 | 4,000 |
| Egypt..... | 8,900 | 8,100 | 7,900 | 5,500 | 5,500 |
| Italy..... | 11,000 | 10,800 | 10,900 | 11,400 | 11,000 |
| Mexico..... | 68,000 | 10,500 | 12,500 | 11,000 | 13,000 |
| Spain..... | 2,500 | 2,900 | 3,350 | 3,200 | 3,000 |
| TOTAL..... | 406,210 | 477,100 | 413,002 | 426,501 | 420,200 |

(a) Our estimate of the likely yield of the growing crop.

(b) Estimated.

THE OATS CROP OF THE WORLD.

(In Quarters of 304 lbs.)

| COUNTRY. | 1913 | 1912 | 1911 | 1910 | 1909 |
|----------------------|---------------------|----------------|----------------|----------------|----------------|
| Argentina..... | 13,000 | 12,200 | 6,400 | 4,900 | 3,800 |
| Algeria..... | 1,500 | 1,500 | 1,400 | 1,200 | 1,100 |
| Austria-Hungary..... | 28,500 | 27,100 | 27,300 | 22,700 | 26,000 |
| Belgium..... | 4,000 | 3,700 | 4,400 | 4,000 | 4,500 |
| Bulgaria..... | 1,500 | 1,300 | 1,500 | 1,200 | 1,200 |
| Canada..... | 41,600 | 38,000 | 36,600 | 34,000 | 37,500 |
| Denmark..... | 5,700 | 5,600 | 5,300 | 4,900 | 5,600 |
| France..... | 39,000 | 37,000 | 36,900 | 34,900 | 40,300 |
| Germany..... | 65,000 | 61,800 | 55,700 | 57,300 | 66,200 |
| Holland..... | 1,800 | 1,600 | 1,900 | 2,400 | 2,400 |
| Italy..... | 2,700 | 1,900 | 4,500 | 3,000 | 4,500 |
| Roumania..... | 2,700 | 2,400 | 2,900 | 3,600 | 2,900 |
| Russia*..... | 113,100 | 112,400 | 90,500 | 110,000 | 120,700 |
| Sweden..... | 9,000 | 8,500 | 7,900 | 9,400 | 8,400 |
| United Kingdom..... | 20,000 | 19,600 | 20,500 | 21,900 | 22,500 |
| U. S. A..... | 112,200 | 149,300 | 97,100 | 124,900 | 126,000 |
| Spain..... | 2,300 | 2,400 | 3,600 | 3,200 | 3,600 |
| Norway..... | 1,200 | 1,200 | 1,100 | 1,100 | 1,100 |
| TOTAL..... | 464,800 | 487,700 | 405,500 | 444,600 | 484,800 |
| Australia..... | Excellent prospects | 1,200 | 1,200 | 1,940 | 1,800 |
| New Zealand..... | Favorable | 1,700 | 2,000 | 1,200 | 1,700 |

* Governments.

N. B.—The figure given for the Argentine crop of 1913 is an estimate based on present conditions.

DRESSED BEEF.

By PHILLIP H. HALE, Editor National Farmer and Stock Grower,
St. Louis, Mo.

In making up a report of the Dressed Beef trade of St. Louis, a difficulty arises from the fact that at the stock yards the cattle and calves are all counted and reported as cattle. There is no opportunity to compare the total receipts and shipments with the number of each class slaughtered. It appears, however, that the well known shortage in beef cattle struck St. Louis lightly, and although arrivals of cattle fit to kill were less than usual, the calf total was larger. It stands out in the report of the year that although cattle receipts were less, the number bought to be shipped out again as stock cattle and feeders was greater than the previous year by 28,675 head. The slaughter record of 1913 indicates increase in stock cattle, increase in calves, and decrease in the number of beef cattle arriving at the market.

The slaughter of dressed beef cattle at St. Louis and East St. Louis in the year 1913 amounted to 638,726 head against 777,131 head during the previous year, which takes us back eleven years to find a similar total. The six-year average including 1913 is 736,673 head of grown cattle slaughtered each year at St. Louis and East St. Louis for dressed beef purposes. As far as calves are concerned, the slaughter amounted to 152,405 in 1913 against 118,111 head in the year 1912. The six-year average is 118,096 head, and the slaughter of 1913 is considerably above the total of any previous year. The scarcity of beef cattle accounts for the falling off in slaughter at St. Louis where the capacity of the dressed beef houses is equal to twice the slaughter of 1913.

With decreased arrivals of cattle suitable for the dressed beef trade, it is natural that the outward shipments of dressed beef in the year 1913 should be lighter. The shipments of dressed beef from St. Louis and East St. Louis in the year 1913 amounted to 301,675,800 pounds, which is 121,884,800 pounds less than were shipped out in the year 1912, when the total was 423,560,060 pounds. The largest total of dressed beef ever shipped out from St. Louis was 551,875,200 pounds in 1909, when cattle receipts were also the largest of any year in the history of the trade.

St. Louis has a record both as receiver and shipper of dressed beef, because western packers ship consignments of dressed beef to be sold at wholesale from meat coolers the same as the supplies of local packers. In 1904, the World's Fair year, 216,614,000 pounds of western dressed

beef was consumed at St. Louis, and in the year 1909, when outward shipments were greatest from St. Louis, we also received 225,711,400 pounds of dressed beef from other markets. In the year 1913 the dressed beef shipped here was only 91,705,870 pounds, the least in ten years, indicating that St. Louis houses are obtaining a stronger hold upon the home trade. The meat packing trade of St. Louis is aggressively competing with other centers and attracting shipments of live stock from a greater distance than any other market.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

| Year. | Cattle slaughtered, head. | Calves slaughtered, head. | Dressed Beef shipped, pounds. | Dressed Beef received, pounds. |
|-----------|---------------------------------|---------------------------------|-------------------------------------|--------------------------------------|
| 1913..... | 688,728 | 152,405 | 301,675,800 | 91,705,870 |
| 1912..... | 777,181 | 118,111 | 423,560,060 | 115,763,400 |
| 1911..... | 675,090 | 104,137 | 474,970,300 | 137,680,900 |
| 1910..... | 764,871 | 98,721 | 474,482,400 | 153,880,300 |
| 1909..... | 802,219 | 140,600 | 551,875,200 | 225,711,400 |
| 1908..... | 762,005 | 94,605 | 397,284,100 | 152,263,100 |
| 1907..... | 760,005 | 88,500 | 279,859,780 | 158,061,000 |
| 1906..... | 756,726 | 127,252 | 368,120,020 | 149,865,800 |
| 1905..... | 752,706 | 105,721 | 438,163,900 | 189,742,400 |
| 1904..... | 750,967 | 85,929 | 492,337,280 | 216,614,800 |
| 1903..... | 739,879 | 125,736 | 373,340,225 | 65,813,800 |
| 1902..... | 683,827 | 103,893 | 318,387,455 | 81,968,200 |
| 1901..... | 607,788 | 60,774 | 343,443,030 | 110,707,200 |
| 1900..... | 484,564 | 50,116 | 298,807,310 | 35,460,100 |
| 1899..... | 455,604 | 45,913 | 290,470,460 | 44,962,680 |
| 1898..... | 459,051 | 49,794 | 277,755,720 | 48,285,850 |
| 1897..... | 482,528 | 47,890 | 259,002,550 | 20,889,600 |
| 1896..... | 540,230 | 58,330 | 248,748,200 | 17,847,900 |
| 1895..... | 450,306 | 40,323 | 238,966,600 | 42,895,270 |

RECEIPTS OF DRESSED BEEF IN POUNDS.

| | 1918. | 1912. |
|--|------------|-------------|
| Baltimore & Ohio Southwestern R. R..... | 100 | ..... |
| Louisville & Nashville R. R..... | 300 | ..... |
| San Francisco R. R..... | 25,187,170 | 24,100,400 |
| Chicago & Alton R. R. (Mo. Div.)..... | 2,394,900 | 19,274,600 |
| Missouri Pacific R. R..... | 84,900 | 806,900 |
| Chicago, Rock Island & Pacific Ry..... | 184,000 | 68,000 |
| Wabash R. R. (West)..... | 21,161,500 | 25,658,600 |
| Missouri, Kansas & Texas R. R..... | 30,313,800 | 41,831,600 |
| St. Louis, Iron Mountain & Southern Ry..... | 267,600 | ..... |
| Chicago & Alton R. R..... | 1,585,700 | 287,600 |
| Chicago & Eastern Illinois R. R..... | 26,800 | 38,000 |
| Chicago, Burlington & Quincy R. R. (West).... | 34,300 | ..... |
| Chicago, Burlington & Quincy R. R. (East)..... | 54,500 | ..... |
| C., C. & St. L R. R..... | 1,200 | ..... |
| Iron Mountain & Southern R. R. (Illinois Div.).. | 10,187,800 | 43,798,800 |
| Wabash R. R. (East)..... | 270,600 | 402,400 |
| River..... | 1,200 | ..... |
| Total pounds..... | 91,706,870 | 156,763,400 |

SHIPMENTS OF DRESSED BEEF IN POUNDS.

| | 1918. | 1912. |
|---|-------------|-------------|
| Chicago, Burlington & Quincy R. R. (West).... | 1,500 | ..... |
| Illinois Traction System..... | 136,500 | ..... |
| St. Louis Southwestern..... | 27,500 | 182,100 |
| Chicago & Eastern Illinois R. R..... | 807,500 | 1,438,800 |
| Chicago & Alton R. R. (Mo. Div.)..... | 116,600 | 270,200 |
| Missouri Pacific R. R..... | 1,250,200 | 1,058,660 |
| St. Louis & San Francisco R. R..... | 414,100 | 2,217,700 |
| St. Louis, Iron Mountain & Southern Ry..... | 97,000 | ..... |
| Chicago, Rock Island & Pacific R. R..... | 162,800 | 153,300 |
| Missouri, Kansas & Texas R. R..... | 126,800 | 391,500 |
| St. Louis, Iron Mountain & South. Ry. (Ill. Div.) | 257,800 | ..... |
| Illinois Central R. R..... | 40,106,400 | 40,393,500 |
| Louisville, Henderson & St. Louis R. R..... | 5,620,600 | 5,154,900 |
| Louisville & Nashville R. R..... | 10,000,400 | 9,175,800 |
| Mobile & Ohio R. R..... | 8,627,300 | 8,083,600 |
| Southern Ry. Co..... | 6,194,700 | 18,835,400 |
| Baltimore & Ohio Southwestern R. R..... | 14,232,900 | 10,301,500 |
| Chicago & Alton R. R..... | 37,528,500 | 47,450,700 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R.. | 72,346,500 | 65,019,000 |
| Vandalia R. R..... | 53,959,000 | 95,111,100 |
| Wabash R. R. (East)..... | 29,431,500 | 23,710,000 |
| Toledo, St. Louis & Western Ry..... | 20,712,400 | 94,562,700 |
| Chicago, Burlington & Quincy R. R. (East)..... | 20,300 | 75,000 |
| Upper Mississippi River..... | ..... | 21,700 |
| Lower " "..... | ..... | 2,900 |
| Illinois " "..... | ..... | 500 |
| Total pounds..... | 301,675,800 | 423,660,060 |

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled in St. Louis and East St. Louis during the past year was 597,988,200 pounds as compared with 583,451,570 pounds in 1912.

The receipts of hogs were 3,102,421 head as compared with 3,023,739 the previous year.

The packing on both sides of the river for the winter season of 1912-13 was 890,350 head, and for the twelve months, ending March 1st, 1913, 2,102,329 head. The summer's packing of 1913 was 1,351,170 head, as compared with 1,211,479 in the summer of 1912.

The movement in this market during the past four years compares as follows:

| | 1910. | 1911. | 1912. | 1913. |
|-----------------------|-------------|-------------|-------------|-------------|
| Received, pounds..... | 168,948,000 | 162,878,500 | 131,487,700 | 150,344,680 |
| Shipped, pounds | 414,121,150 | 529,222,400 | 451,968,870 | 447,643,520 |
| Totals, pounds | 578,069,450 | 691,600,900 | 583,451,570 | 597,988,200 |

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds third place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

| | 1912-13. | 1911-12. | 1910-11. | 1909-10. |
|---------------------------|------------|------------|------------|------------|
| Chicago..... | 7,816,625 | 6,294,251 | 4,820,899 | 5,133,578 |
| Kansas City..... | 2,658,653 | 3,650,595 | 2,292,141 | 2,957,103 |
| Omaha..... | 2,352,727 | 2,418,964 | 1,674,190 | 1,799,533 |
| St. Louis..... | 2,102,329 | 2,691,888 | 1,896,076 | 1,978,860 |
| St. Joseph..... | 1,668,542 | 1,977,643 | 1,281,218 | 1,566,115 |
| Indianapolis..... | 1,304,958 | 1,591,942 | 1,135,796 | 1,309,003 |
| Milwaukee and Cudahy..... | 987,275 | 1,291,135 | 858,714 | 887,574 |
| Sioux City..... | 1,105,460 | 1,139,884 | 874,444 | 900,288 |
| Cincinnati..... | 510,022 | 668,629 | 505,717 | 546,258 |
| St. Paul..... | 734,549 | 789,003 | 698,165 | 598,522 |
| Cedar Rapids..... | 468,364 | 481,103 | 390,970 | 454,395 |
| Cleveland..... | 711,033 | 866,164 | 616,758 | 682,218 |
| Louisville..... | 159,017 | 194,396 | 124,171 | 193,789 |
| Ottumwa..... | 492,170 | 586,621 | 399,580 | 30,152 |
| Nebraska City..... | 41,982 | 114,783 | 85,855 | 127,093 |
| Wichita..... | 313,795 | 529,126 | 507,537 | 697,159 |
| Detroit..... | 653,606 | 640,354 | 449,952 | 455,558 |
| Fort Worth..... | 337,872 | 465,835 | 465,511 | 763,234 |
| Nineteen places..... | 24,413,979 | 26,401,816 | 19,077,719 | 21,580,462 |
| All other..... | 1,169,855 | 3,516,682 | 2,677,847 | 2,581,833 |
| Aggregate..... | 25,583,834 | 29,918,498 | 21,755,566 | 24,162,295 |

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1913 AND COMPARISONS WITH PREVIOUS YEARS.

| ROUTE | RECEIPTS. | | SHIPMENTS. | | | |
|---|----------------|---------------|---------------|----------------|---------------|--|
| | Meats, lbs. | Lard, lbs. | Hams, lbs. | Meats, lbs. | Lard, lbs. | |
| Chicago & Alton R. R. (Missouri Div.) | 11,804,400 | 8,443,400 | 190,900 | 1,907,600 | 249,400 | |
| Missouri Pacific R. R. | 19,631,800 | 4,481,200 | 929,900 | 9,447,900 | 1,038,900 | |
| St. Louis & San Francisco R. R. | 112,200 | ..... | 214,810 | 9,447,900 | 886,200 | |
| Wabash Railway (West) | 7,546,500 | 2,286,100 | 638,700 | 2,085,700 | ..... |  |
| Chicago, Rock Island & Pacific Ry. | 55,200 | ..... | ..... | 8,852,900 | 1,300 | |
| Missouri, Kansas & Texas R. R. | 658,200 | 162,600 | ..... | 485,800 | ..... |  |
| St. Louis Southwestern R. R. | ..... | ..... | 76,900 | 8,700,500 | 47,100 | |
| St. Louis, Iron Mountain & Southern R. R. | ..... | ..... | 30,000 | 8,698,200 | 97,600 | |
| St. Louis, I. M. & S. R. R. (Ill. Div.) | 15,111,000 | 472,900 | 407,000 | 6,548,900 | 824,000 | |
| Illinois Central R. R. | 1,947,100 | 100 | 8,612,100 | 54,987,400 | 24,175,100 | |
| Louisville, Henderson & St. L. R. R. | ..... | 1,000 | 237,400 | 9,583,600 | 8,622,860 | |
| Mobile & Ohio R. R. | 56,000 | ..... | 569,500 | 19,767,100 | 7,987,760 | |
| Southern Railway | ..... | ..... | 2,085,400 | 67,435,000 | 25,709,500 | |
| Baltimore & Ohio S. W. R. R. | ..... | ..... | 861,800 | 22,692,700 | 4,709,000 | |
| Chicago & Alton R. R. (Main Line) | 6,908,600 | 858,800 | 86,000 | 11,805,100 | 387,500 | |
| Cleveland, Cin., Chicago & St. L. R. R. | ..... | ..... | 580,700 | 21,672,600 | 8,142,500 | |
| Vandalia R. R. | 946,080 | 108,200 | 789,300 | 1,264,800 | 687,700 | |
| Wabash R. R. (East) | 12,634,400 | 16,147,600 | 2,629,600 | 15,249,600 | 4,742,600 | |
| Toledo, St. Louis & Western R. R. | 155,600 | ..... | 1,460,800 | 8,690,200 | 8,285,100 | |
| Chicago, Peoria & St. Louis R. R. | ..... | ..... | 28,700 | 57,815,000 | 1,800 | |
| Chic., Burl. & Quincy R. R. (East) | 33,056,500 | 5,117,200 | ..... | 14,185,000 | 587,500 | |
| Chic. Burl. & Quincy R. R. (West) | 4,048,600 | 78,400 | ..... | 2,710,200 | 1,262,500 | |
| Chicago & Eastern Illinois R. R. | 8,108,600 | 56,900 | 80,000 | 10,058,900 | 1,262,500 | |
| Illinois Traction System | ..... | ..... | 158,000 | 185,900 | 185,900 | |
| Upper Mississippi River | 278,600 | 4,700 | 17,900 | 7,800 | 12,400 | |
| Lower | 189,724,000 | 1,700 | 87,000 | 467,800 | 179,200 | |
| Illinois | 228,000,900 | 2,600 | 500 | 8,000 | 4,800 | |
| Ohio, Cumberland & Tenn. Rivers | 280,604,700 | 400 | 7,400 | 110,800 | 12,600 | |
| Total, 1913 | 117,832,380 | 52,712,800 | 15,286,110 | 844,672,500 | 87,674,910 | |
| " 1912 | 120,546,000 | 10,942,100 | 46,108,260 | 820,828,380 | 86,082,260 | |
| " 1911 | 154,514,800 | 7,426,000 | 49,628,500 | 891,707,400 | 84,886,400 | |
| " 1910 | 148,011,400 | 9,868,100 | 82,817,900 | 816,965,200 | 61,000,080 | |
| " 1909 | 120,990,700 | 9,076,700 | 18,284,900 | 817,029,500 | 80,907,200 | |
| " 1908 | 201,556,200 | 12,891,600 | 11,418,200 | 826,420,900 | 86,982,040 | |
| " 1907 | 189,724,000 | 18,906,100 | 20,178,700 | 817,681,960 | 68,966,860 | |
| " 1906 | 228,000,900 | 46,577,700 | 44,789,600 | 279,092,550 | 91,882,860 | |
| " 1905 | 280,604,700 | 116,841,000 | 76,616,847 | 405,774,585 | 127,138,800 | |

**RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS
AND EAST ST. LOUIS.**

| RECEIPTS. | | | | SHIPMENTS. | | | |
|-----------|----------------|-------------------------|---------------|------------|----------------|-------------------------|---------------|
| Year. | Pork, Bbls. | Hams, Meats, Lbs. | Lard, Lbs. | Year. | Pork, Bbls. | Hams, Meats, Lbs. | Lard, Lbs. |
| 1918..... | | 117,632,880 | 52,712,300 | 1918..... | | 15,296,110 | 87,674,910 |
| 1912..... | | 120,545,600 | 10,942,100 | 1912..... | | 366,931,620 | 85,032,250 |
| 1911..... | 870 | 154,778,500 | 742,600 | 1911..... | 19,000 | 440,536,000 | 84,886,400 |
| 1910..... | 100 | 154,069,900 | 9,858,100 | 1910..... | 19,190 | 349,283,100 | 61,000,050 |
| 1909..... | | 125,732,000 | 9,076,700 | 1909..... | 2,370 | 330,314,400 | 80,075,200 |
| 1908..... | | 206,396,300 | 12,891,600 | 1908..... | | 1,620,337,839,100 | 85,982,040 |
| 1907..... | | 199,075,600 | 13,906,100 | 1907..... | | 5,571,337,760,550 | 68,966,860 |
| 1906..... | 4,073 | 289,236,900 | 45,577,700 | 1906..... | | 4,623,328,882,155 | 91,332,360 |
| 1905..... | 3,945 | 821,003,400 | 116,841,000 | 1905..... | | 6,073,481,290,932 | 127,133,300 |
| 1904..... | 6,050 | 237,891,300 | 50,813,200 | 1904..... | | 4,930,896,259,745 | 104,618,920 |
| 1903..... | 3,055 | 180,622,600 | 26,797,590 | 1903..... | | 4,282,313,386,590 | 79,065,875 |
| 1902..... | 4,970 | 248,632,500 | 43,195,000 | 1902..... | | 7,836,295,044,005 | 77,135,560 |

WINTER PACKING IN ST. LOUIS AND EAST ST. LOUIS.

November 1st to March 1st.

| Seasons. | Number Hogs. | Average Weight. | Average yield Lard all kinds | Ave'ge cost per 100 lbs. Gross. |
|----------------|-----------------|--------------------|---------------------------------|------------------------------------|
| 1912-1913..... | 890,850 | ..... | ..... | ..... |
| 1911-1912..... | 1,021,198 | 199.70 gross | 28.00 | \$8.14 |
| 1910-1911..... | 720,596 | 220.84 | 38.50 | 7.70 |
| 1908-1910..... | 705,868 | 197½ | 27.50 | 8.86 |
| 1908-1909..... | 584,987 | 198 | 28 | 5.94 |
| 1907-1908..... | 706,021 | 216.50 | 80 | 4.54 |
| 1906-1907..... | 656,686 | 200.89 | 81. | 6.47 |
| 1905-1906..... | 680,132 | 197.80 | 27.41 | 5.20 |
| 1904-1905..... | 761,982 | 202.50 | 80. | 4.75 |
| 1908-1904..... | 627,550 | 207.20 | 29. | 4.80 |
| 1902-1908..... | 508,823 | 208.89 | 27.60 | 6.62 |
| 1901-1902..... | 642,080 | 182.96 | 80. | 5.96 |

SUMMER PACKING AT ST. LOUIS AND EAST ST. LOUIS.

| SEASON, | Number of Hogs. | Average yield Lard. | Average gross weight. | Ave. cost per 100 lbs. gross. |
|-----------|--------------------|------------------------|--------------------------|----------------------------------|
| 1912..... | 1,951,170 | ..... | ..... | ..... |
| 1912..... | 1,211,479 | 80.00 | 202.00 | \$7.85 |
| 1911..... | 1,770,190 | 80.12 | 205.84 | 6.57 |
| 1910..... | 1,176,480 | 87.84 | 210.98 | 9.37 |
| 1908..... | 1,378,492 | 81.48 | 197.04 | 7.51 |
| 1908..... | 1,859,924 | 84.85 | 199.56 | 5.86 |
| 1907..... | 1,147,250 | 28. | 226.55 | 6.26 |
| 1906..... | 1,108,956 | 88.00 | 207.48 | 6.40 |
| 1905..... | 1,097,525 | 88.00 | 204.01 | 5.42 |
| 1904..... | 1,146,610 | 85.11 | 210.85 | 5.45 |
| 1903..... | 943,194 | ..... | 207 | ..... |
| 1902..... | 760,000 | ..... | 206 | ..... |

PACKING AT ST. LOUIS AND EAST ST. LOUIS FOR TWELVE MONTHS.

| | |
|------------------------------------|-----------------|
| March 1 to March 1, 1912-1913..... | 2,102,829 hogs. |
| " " 1911-1912..... | 2,791,888 " |
| " " 1910-1911..... | 1,696,076 " |
| " " 1909-1910..... | 1,978,960 " |
| " " 1908-1909..... | 2,244,861 " |
| " " 1907-1908..... | 1,653,279 " |
| " " 1906-1907..... | 1,765,592 " |
| " " 1905-1906..... | 1,777,657 " |
| " " 1904-1905..... | 1,908,592 " |
| " " 1903-1904..... | 1,579,744 " |
| " " 1902-1906..... | 1,262,858 " |
| " " 1901-1902..... | 1,725,407 " |

SUMMARY OF PACKING.

Packing in the West according to compilations by the
Price Current-Grain Reporter:

SUMMER SEASON.

| March 1 to November 1— | 1911. | 1912. |
|------------------------------------|---------------|---------------|
| Number of hogs packed..... | 16,877,559 | 14,964,979 |
| Increase..... | 1,912,560 | |
| Average live weight, lbs..... | 221.35 | 218.49 |
| Increase..... | 2.86 | |
| Average yield of lard, lbs..... | 29.44 | 31.48 |
| Decrease..... | 2.04 | |
| Percentage yield of lard..... | 3.15 | 13.65 |
| Decrease..... | 0.50 | |
| Cost of hogs, 100 lbs., alive..... | \$8.43 | \$7.47 |
| Increase..... | 0.98 | |
| Aggregate live weight, lbs..... | 3,735,848,000 | 3,269,753,000 |
| Increase..... | 466,095,000 | |
| Green meats made, lbs..... | 2,062,075,000 | 1,801,634,000 |
| Increase..... | 260,441,000 | |
| Lard made, lbs..... | 491,264,000 | 446,321,000 |
| Increase..... | 44,943,000 | |
| Total meats and lard, lbs..... | 2,553,339,000 | 2,247,955,000 |
| Increase..... | 305,384,000 | |
| Aggregate cost of hogs..... | \$314,977,000 | \$246,212,000 |
| Increase..... | 68,766,000 | |
| Tierces of lard, 330 lbs..... | 1,488,700 | 1,352,500 |
| Increase..... | 136,200 | |
| Mess pork made, barrels..... | 21,700 | 15,000 |
| Increase..... | 6,700 | |
| Other pork, barrels..... | 207,500 | 160,000 |
| Increase..... | 47,500 | |
| Pork of all kinds, barrels..... | 229,200 | 175,000 |
| Increase..... | 54,200 | |

WINTER SEASON.

| November 1 to March 1— | 1912-13. | 1911-12. |
|------------------------------------|---------------|---------------|
| Number of hogs packed..... | 10,618,855 | 12,185,809 |
| Decrease..... | 1,576,954 | 3,444,550 |
| Average live weight, lbs..... | 223.50 | 211.97 |
| Increase..... | 11.53 | 18.73 |
| Average yield of lard, lbs..... | 29.22 | 29.51 |
| Decrease..... | 0.29 | 2.31 |
| Percentage yield of lard..... | 13.14 | 13.92 |
| Decrease..... | 0.78 | 0.13 |
| Cost of hogs, 100 lbs., alive..... | \$7.56 | \$6.12 |
| Increase..... | \$1.44 | \$1.46 |
| Aggregate live weight, lbs..... | 2,373,313,000 | 2,563,065,000 |
| Decrease..... | 209,752,000 | 568,474,000 |
| Green meats made, lbs..... | 1,267,023,000 | 1,420,685,000 |
| Decrease..... | 6,492,563,000 | 291,394,000 |
| Lard made, lbs..... | 311,853,000 | 359,630,000 |
| Decrease..... | 47,777,000 | 81,474,900 |
| Total meats and lard, lbs..... | 1,678,891,000 | 1,780,315,000 |
| Decrease..... | 271,344,000 | 372,868,000 |
| Aggregate cost of hogs..... | \$177,323,000 | \$153,089,000 |
| Increase..... | \$19,237,000 | \$5,208,000 |
| Tierces of lard, 330 lbs..... | 945,000 | 1,089,800 |
| Decrease..... | 144,500 | 246,000 |
| Mess pork made, barrels..... | 11,500 | 48,000 |
| Decrease..... | 36,500 | 37,000 |
| Other pork, barrels..... | 154,000 | 151,000 |
| Increase..... | 3,000 | 10,000 |
| Pork of all kinds, barrels..... | 165,500 | 199,000 |
| Decrease..... | 34,000 | |

TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Price Current-Grain Reporter.

| | 1912-13. | 1911-12. | 1901-11. | 1909-10. |
|---|------------|------------|------------|------------|
| Packed in the West | 25,593,824 | 29,918,000 | 21,755,000 | 24,162,000 |
| Packed at Boston..... | 1,237,592 | 1,293,000 | 1,012,000 | 1,129,000 |
| Other New England packing | 567,008 | 535,000 | 491,000 | 521,000 |
| Packed at Buffalo | 755,000 | 957,000 | 750,000 | 744,000 |
| Other Eastern packing..... | 488,824 | 543,000 | 406,000 | 415,000 |
| Receipts, New York, Philadelphia, Baltimore | 2,691,538 | 2,772,000 | 2,097,000 | 2,962,000 |
| Total | 31,713,000 | 36,083,000 | 26,511,000 | 29,923,000 |

WINTER PACKING IN THE WEST FOR TWENTY-SEVEN SEASONS.

As reported by the Price Current-Grain Reporter.

| SEASONS. | Number of Hogs. | Gross Weight per Hog. | Yield of Lard per Hog, all kinds. | Cost per 100 lbs. gross. |
|----------------|-----------------|-----------------------|-----------------------------------|--------------------------|
| 1885-86..... | 6,396,995 | 358.98 | 35.23 | 3.66 |
| 1886-87..... | 6,439,009 | 251.81 | 33.54 | 4.19 |
| 1887-88..... | 5,931,181 | 342.30 | 31.06 | 5.04 |
| 1888-89..... | 5,433,852 | 263.46 | 34.76 | 4.99 |
| 1889-90..... | 6,663,802 | 350.92 | 36.37 | 8.66 |
| 1890-91..... | 8,173,136 | 230.75 | 33.45 | 8.54 |
| 1891-92..... | 7,761,216 | 247.64 | 34.64 | 8.91 |
| 1892-93..... | 4,663,520 | 237.73 | 31.66 | 6.54 |
| 1893-94..... | 4,684,062 | 248.30 | 36.07 | 5.26 |
| 1894-95..... | 7,191,520 | 232.73 | 33.62 | 4.28 |
| 1895-96..... | 6,815,800 | 240.71 | 35.53 | 8.68 |
| 1896-97..... | 6,949,090 | 244.80 | 36.94 | 3.80 |
| 1897-98..... | 8,440,785 | 235.85 | 34.73 | 8.63 |
| 1898-99..... | 9,720,145 | 232.65 | 35.53 | 8.62 |
| 1899-1900..... | 8,675,878 | 235.67 | 35.97 | 4.29 |
| 1900-1901..... | 9,277,750 | 230.81 | 34.16 | 5.02 |
| 1901-1902..... | 10,840,196 | 206.88 | 31.30 | 5.97 |
| 1902-1903..... | 8,458,608 | 224.05 | 31.92 | 6.44 |
| 1903-1904..... | 9,499,028 | 228.46 | 32.18 | 4.74 |
| 1904-1905..... | 10,456,503 | 221.73 | 31.77 | 4.67 |
| 1905-1906..... | 10,496,066 | 222.27 | 32.88 | 5.27 |
| 1906-1907..... | 9,634,430 | 222.98 | 32.81 | 6.46 |
| 1907-1908..... | 11,175,484 | 221.04 | 31.92 | 4.47 |
| 1908-1909..... | 11,540,129 | 208.98 | 29.87 | 5.87 |
| 1909-1910..... | 8,728,224 | 312.38 | 28.46 | 8.30 |
| 1910-1911..... | 8,741,269 | 230.70 | 31.82 | 7.58 |
| 1911-1912..... | 12,185,809 | 211.97 | 29.51 | 6.19 |
| 1912-1913..... | 10,618,555 | 228.50 | 29.22 | 7.56 |

SUMMER PACKING IN THE WEST FROM MARCH 1st TO NOVEMBER 1st.

As reported by the Price Current-Grain Reporter.

| Season. | Number Hogs. | Av. gro. wt. | Av. Yield Lard. |
|---------|--------------|--------------|-----------------|
| 1894 | 8,812,125 | 229.96 | 33.05 |
| 1895 | 8,194,385 | 226.62 | 33.10 |
| 1896 | 9,979,898 | 240.76 | 40.61 |
| 1897 | 11,760,475 | 239.12 | 36.41 |
| 1898 | 13,981,550 | 231.26 | 33.24 |
| 1899 | 13,542,948 | 231.46 | 35.66 |
| 1900 | 14,322,324 | 228.74 | 34.12 |
| 1901 | 15,071,480 | 219.48 | 31.81 |
| 1902 | 12,146,965 | 228.11 | 31.84 |
| 1903 | 12,876,658 | 231.08 | 32.58 |
| 1904 | 13,461,920 | 222.09 | 32.39 |
| 1905 | 15,078,594 | 221.72 | 33.26 |
| 1906 | 15,736,125 | 228.14 | 32.15 |
| 1907 | 17,805,518 | 230.24 | 32.69 |
| 1908 | 17,280,300 | 212.00 | 30.00 |
| 1909 | 15,407,691 | 211.51 | 29.49 |
| 1910 | 18,014,307 | 229.76 | 34.30 |
| 1911 | 17,732,889 | 225.51 | 31.79 |
| 1912 | 14,964,979 | 218.49 | 31.48 |
| 1913 | 16,877,569 | 221.85 | 29.44 |

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

| Years. | Summer. | Winter. | Total. | Years. | Summer. | Winter. | Total. |
|-----------|------------|------------|------------|-----------|------------|------------|------------|
| 1912-1913 | 14,964,979 | 10,618,835 | 25,583,834 | 1902-1903 | 12,146,965 | 8,458,600 | 20,605,571 |
| 1911-1912 | 17,732,689 | 12,185,809 | 29,918,498 | 1901-1902 | 15,071,480 | 10,340,196 | 25,411,676 |
| 1910-1911 | 18,014,307 | 8,741,259 | 21,755,566 | 1900-1901 | 14,322,324 | 9,277,750 | 23,600,074 |
| 1909-1910 | 15,437,071 | 8,725,224 | 24,162,295 | 1899-1900 | 13,524,943 | 8,673,878 | 22,200,821 |
| 1908-1909 | 17,456,506 | 11,540,129 | 28,996,635 | 1898-99 | 13,931,550 | 9,720,145 | 23,651,695 |
| 1907-1908 | 16,805,513 | 11,175,484 | 27,981,997 | 1897-98 | 11,760,475 | 8,440,755 | 20,201,260 |
| 1906-1907 | 15,736,125 | 9,694,430 | 25,430,555 | 1896-97 | 9,979,898 | 6,949,090 | 16,928,978 |
| 1905-1906 | 15,078,594 | 10,436,066 | 25,514,760 | 1895-96 | 8,194,335 | 6,815,800 | 15,010,635 |
| 1904-1905 | 13,461,920 | 10,456,503 | 23,918,423 | 1894-95 | 8,812,125 | 7,191,520 | 16,003,645 |
| 1903-1904 | 12,876,658 | 9,439,028 | 22,315,686 | 1893-94 | 6,720,924 | 4,884,082 | 11,605,006 |

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1, at Eastern points from which returns and estimates have been obtained by the Price Current-Grain Reporter, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

| YEAR. | Summer. | Winter. | 12 Months. |
|-----------|-----------|-----------|------------|
| 1912-1913 | 1,869,611 | 1,368,079 | 3,237,690 |
| 1911-1912 | 2,027,000 | 1,366,000 | 3,393,000 |
| 1910-1911 | 1,591,000 | 1,068,000 | 2,659,000 |
| 1909-1910 | 1,780,000 | 1,029,000 | 2,809,000 |
| 1908-1909 | 2,057,000 | 1,248,000 | 3,305,000 |
| 1907-1908 | 1,982,000 | 1,218,000 | 3,200,000 |
| 1906-1907 | 1,884,000 | 1,095,000 | 2,979,000 |
| 1905-1906 | 1,647,000 | 1,108,000 | 2,755,000 |
| 1904-1905 | 1,746,000 | 1,212,000 | 2,958,000 |
| 1903-1904 | 1,661,000 | 1,120,000 | 2,781,000 |
| 1902-1903 | 1,702,000 | 1,093,000 | 2,795,000 |
| 1901-1902 | 1,728,000 | 1,021,000 | 2,749,000 |
| 1900-1901 | 1,638,000 | 1,077,000 | 2,715,000 |
| 1899-1900 | 1,996,000 | 1,096,000 | 3,092,000 |
| 1898-99 | 1,896,000 | 1,263,000 | 3,159,000 |
| 1897-98 | 1,853,600 | 1,188,500 | 3,042,100 |
| 1896-97 | 1,659,800 | 1,131,100 | 2,790,900 |
| 1895-96 | 1,546,500 | 1,056,000 | 2,602,500 |

WEEKLY PRICES OF PROVISIONS FOR 1913.

| DATE. | PORK. | | LARD. | | D. S. CLEAN RIBS. | BACON, CLEAN RIB. |
|------------------|-------------------|----------|----------|------------------------|------------------------|-------------------------|
| | Mess, per bbl. | | Choice | Steam, per 100 lbs. | Boxed, per 100 lbs. | Packed, per 100 lbs. |
| January 4..... | \$ 17.25 | | | \$ 9.80 | \$ 10.50 | \$ 11.50 |
| 11..... | 17.75 | | \$ 9.27½ | 9.37½ | 10.87½ | 11.87½ |
| 18..... | 18.75 | | 9.67½ | 9.77½ | 10.75 | 11.75 |
| 25..... | 19.25 | | 9.92½ | 10.02½ | 10.87½ | 11.87½ |
| February 1..... | 19.25 | | 9.80 | 9.90 | 10.75 | 12.00 |
| 8..... | 19.75 | | 10.17½ | 10.27½ | 11.12½ | 12.87½ |
| 15..... | 19.50 | | 10.17½ | 10.27½ | 11.12½ | 12.87½ |
| 22..... | 19.50 | | 10.15 | 10.25 | 11.25 | 12.50 |
| March 1..... | 20.00 | | 10.45 | 10.55 | 11.62½ | 12.87½ |
| 8..... | 20.87½ | | 10.52½ | 10.62½ | 11.62½ | 12.87½ |
| 15..... | 20.50 | | 10.87½ | 10.47½ | 11.62½ | 12.87½ |
| 22..... | 20.75 | | 10.77½ | 10.87½ | 11.87½ | 13.12½ |
| 29..... | 20.50 | | 10.80 | 11.00 | 11.75 | 13.00 |
| April 5..... | 20.00 | | 10.72½ | 10.82½ | 11.75 | 13.00 |
| 12..... | 19.92½ | | 10.80 | 10.90 | 11.87½ | 13.12½ |
| 19..... | 20.00 | | 11.07½ | 11.17½ | 12.12½ | 13.87½ |
| 26..... | 20.00 | | 11.62½ | 11.12½ | 12.00 | 13.25 |
| May 3..... | 19.50 | | 10.75 | 10.85 | 12.00 | 13.25 |
| 10..... | 19.25 | | 10.85 | 10.95 | 12.00 | 13.25 |
| 17..... | 19.75 | | 11.02½ | 11.12½ | 12.25 | 13.50 |
| 24..... | 19.50 | | 11.02½ | 11.10 | 12.50 | 13.75 |
| 31..... | 20.50 | | 11.15 | 11.17½ | 12.75 | 14.00 |
| June 7..... | 20.85 | | 10.87½ | 10.90 | 12.62½ | 13.87½ |
| 14..... | 20.60 | | 10.87½ | 10.95 | 12.75 | 14.00 |
| 21..... | 20.85 | | 10.92 | 10.95 | 12.75 | 14.00 |
| 28..... | 20.65 | | 10.87½ | 10.92½ | 12.87½ | 14.12½ |
| July 5..... | 21.10 | | 11.25 | 11.80 | 12.87½ | 14.12½ |
| 12..... | 21.65 | | 11.40 | 11.45 | 13.00 | 14.25 |
| 19..... | 22.25 | | 11.52½ | 11.57½ | 12.87½ | 14.12½ |
| 26..... | 22.25 | | 11.45 | 11.55 | 12.87½ | 14.12½ |
| August 2..... | 21.80 | | 11.22 | 11.30 | 12.87½ | 14.12½ |
| 9..... | 20.60 | | 10.87½ | 10.95 | 12.50 | 13.75 |
| 16..... | 20.75 | | 10.97½ | 11.05 | 12.12½ | 13.87½ |
| 23..... | 21.00 | | 11.00 | 11.10 | 12.25 | 13.50 |
| 30..... | 21.25 | | 11.02½ | 11.12½ | 12.25 | 13.50 |
| September 6..... | 22.00 | | 11.10 | 11.20 | 12.12½ | 13.87½ |
| 13..... | 21.25 | | 10.80 | 10.90 | 11.87½ | 13.12½ |
| 20..... | 21.75 | | 10.52½ | 11.02½ | 11.87½ | 13.12½ |
| 27..... | 21.75 | | 10.75 | 10.85 | 11.87½ | 13.12½ |
| October 4..... | 21.75 | | 10.57½ | 10.67½ | 11.87½ | 13.12½ |
| 11..... | 21.87½ | | 10.42½ | 10.52½ | 11.62½ | 12.87½ |
| 18..... | 21.25 | | 10.07½ | 10.17½ | 11.50 | 12.75 |
| 25..... | 21.75 | | 10.80 | 10.40 | 11.87½ | 12.62½ |
| November 1..... | 21.00 | | 10.72½ | 10.82½ | 11.50 | 12.75 |
| 8..... | 19.75 | | 10.87½ | 10.47½ | 11.87½ | 12.62½ |
| 15..... | * 20.62½ | * 19.62½ | 10.50 | 10.65 | 11.87½ | 12.62½ |
| 22..... | * 20.62½ | * 19.62½ | 10.45 | 10.60 | 11.50 | 12.75 |
| 29..... | * 20.87½ | * 20.12½ | 10.45 | 10.55 | 11.62½ | 12.87½ |
| December 6..... | * 20.80 | * 20.00 | 10.40 | 10.50 | 11.62½ | 12.87½ |
| 13..... | * 20.65 | * 19.85 | 10.40 | 10.50 | 11.62½ | 12.87½ |
| 20..... | * 20.40 | * 19.75 | 10.52½ | 10.42½ | 11.62½ | 12.87½ |
| 27..... | * 20.05 | * 19.55 | 10.80 | 10.40 | 11.50 | 12.75 |

* New.

LIVE STOCK.

From the Annual Review of the Daily National Live Stock Reporter.

The permanent growth of a market from decade to decade is what counts. In this respect St. Louis tops all of the Corn Belt's great live stock marketing centers. In this connection it is interesting to compare 1913 carload receipts of all classes of stock at foremost western centers with carload movement of 1903.

In the period named, St. Louis stands at the head of the great Corn Belt markets with a general increase of 15 per cent. Kansas City stands second, with an increase in that period of 11 per cent. Omaha showed very little if any gain. St. Joe dropped back, recording a loss of 7% in receipts as compared with eleven years ago. Chicago, however, accredited the country's largest market, is rapidly losing ground. Her carload receipts for 1913 show a decrease of more than 40,000 cars, or a loss of 14% as compared with 1903.

The increase in carlot business at St. Louis is not confined to any one district, but is general, thus reflecting a healthy permanent character to this market's expansion.

The general decline in the beef cattle industry of this country the last few years, amounting to 30 per cent for one country as a whole during the past decade, is clearly reflected in cattle receipts (calves included) at the big western centers. St. Louis has just about held its own in that ten-year period. Kansas City made a gain, but this was solely due to the drouth of last summer, forcing a couple of hundred thousand cattle from the Sunflower State prematurely to the Kansas City market.

The rapid development of the beef cattle industry of the Southeast makes the outlook for cattle receipts at St. Louis the coming decade most brilliant, indeed.

In hogs, St. Louis is running away from other big Corn Belt markets. During the past decade St. Louis' hog receipts have increased 61 per cent. No other market comes close to such a growth as this. Kansas City stands second with a gain of 30 per cent for the same period. Omaha increased 12 per cent and St. Joe 2 per cent. Chicago follows the list with a gain of 3 per cent. The Eastern order trade and local packing and butcher demand at St. Louis make this a most attractive market for Corn Belt hog shippers.

Again, in growth of sheep business the past decade St. Louis stands at the head of the chief Western markets. Our percentage of increase

since 1903 is 80 per cent. Other markets have gained as follows: Kansas City, 73 per cent; Omaha, 71 per cent; St. Joe, 33 per cent, and Chicago 29 per cent.

NATIVE CATTLE.

Probably never before in the history of the trade have prices been so irregular, and unsettled as during the year just closed. Veterans in the cattle business here have been unanimous in voting 1913 the most unsettled year in their careers. One week would be featured by declines, only to be followed by a week of advances just as pronounced.

There were many factors, however, responsible for this condition. To begin with, a change of administration in the late fall of 1912 caused a consequent turbulent condition of internal industrial affairs, such as generally follows a national election. Beef, both dressed and raw, under the new administration was admitted to the United States free of duty, thus enabling imported frozen beef, which came mainly from the Argentine Republic, to compete with the lower and medium grades of the native United States product. While the effects of this change of policy were only felt late in the year just closed, yet it caused an apprehension among cattle feeders. The recent importation of beef in the East, where it was forced on to the markets on a competitive basis with native product, was most forcibly felt here in St. Louis and throughout the West. Added to this was a great influx of Canadian cattle (mostly stockers) at Eastern markets, which had some effect on the situation.

Drouth during the summer months also played an important part in the beef steer trade. For weeks at a time, the Corn Belt sweltered under a blazing sun, and pastures and corn were damaged for lack of sufficient moisture. This hampered cattle feeding to a very material extent, and during the late summer great quantities of half fat cattle were sent to market for lack of water that normally should have been fed out and marketed during the winter.

Despite all these handicaps, the year just closed was the banner year for general run of beef steer prices. The average bulk of beef steer sales during 1913 is higher than that of 1912, this, however, being in a measure accountable for by the fact that the beef steer crop in 1913 was fed on the corn yield of 1912, which was one of the largest and best quality yields ever produced. The average daily beef steer top for 1913 was \$8.87, as compared with \$9.10 for 1912, but again, there were fewer fancy cattle marketed here last year, like 1912, drouth hampering the finishing of cattle which, had they been fed out, undoubtedly would have brought high prices. The average bulk of native beef steer sales for 1913 was \$7.54@8.65, as compared with \$7.10@8.32 for 1912. The Christmas cattle trade was somewhat of a disappointment, but at that the top last year was the same as 1912, viz.: \$10.00.

The year just closed was the banner year for yearling steers, as a load of them brought the year's top, which was \$9.80, and several bunches

sold at \$9.75. Heavy steers were rather unpopular throughout the year, and consequently no high prices were realized on these kinds, although 1700 to 1900 pound beeves brought \$8.50@8.75.

SOUTHERN CATTLE.

In point of receipts the trade in Texas and Oklahoma cattle during 1913 was somewhat of a disappointment. Especially was this noticeable in the late summer and early fall, when the runs were away below normal volume. However, there was reason enough for this condition of affairs.

The greater portion of the State of Oklahoma was included in the drouth that hit the Corn Belt last summer.

However, the quality of what was offered was good and straight grass steers sold up to \$7.70, the average top of such kinds being \$7.07, and the average bulk of grassers was \$5.81@6.86, showing a good gain over 1912, and proving the highest on record. The year's top on fed steers was \$8.35, made in the early part of the year. The average top on fed steers was \$7.71 and the average bulk of fed beeves \$6.97@7.71.

While receipts from Oklahoma decreased, the state of Texas held up her end of the receipts admirably and contributed a few thousand head more in 1913 than she did in 1912. Texas enjoyed excellent grass early in the spring and summer, and feeding facilities were fully up to the standard. From the first of the year till the latter part of June the high top on Texas steers was \$8.35, the low top \$7.15, and extreme high and low range of the bulk of sales was \$6.00@8.30.

Relative to the steer trade out of canner territory, little can be said as there was a very small showing of these kinds available all year. However, the period just closed has been one of the best in point of prices that these states have ever experienced. A top of \$7.70 held good on Arkansas steers, and Mississippi steers were the "bright lights" of the year, two bunches topping at \$8.10. Louisiana steers established a record at \$7.85 and the same held good on a bunch of Tennessee steers which brought \$7.25. Alabama steers sold up equal to the state's record at \$7.25.

The year 1913 will go down in the history of St. Louis as a banner year for cattle out of the states of Mississippi, Alabama, Arkansas, Louisiana, Tennessee, Georgia and Florida, commonly referred to as "canner territory." Receipts from these states fell below those of 1912 in volume but prices were the highest ever known. There is no question but what the southeast is rapidly coming to the front in the cattle game. King Cotton is being displaced in the eyes of the southern farmer, and in its stead is coming a better breed of beef cattle and more of them.

HOGS.

Receipts of hogs last year show little difference when compared with the previous year; however, there was a slight increase which makes the year 1913 the second largest in the history of the market. The year

1911 was the banner hog year at the St. Louis National Stock Yards when 3,123,533 head were received. The third largest year was 1908 when 2,560,207 hogs arrived. Conditions in the territory tributary to this market were again unsatisfactory.

Prices the entire year past averaged high and there was at all times a much greater demand than the supply was able to fill. A good share of the hogs marketed locally went to eastern slaughterers.

No new records were set last year in the receipts of hogs at this market. The largest day during the year was December 16th when 18,046 hogs arrived. The largest week was the week ending December 20th when there was a total of 77,280 hogs received. The largest month during the year was January when 282,860 head were received while December came next with 270,000 head. The record for a day was made on January 3, 1912 when 24,287 head reached this market.

Missouri, of course, continues to lead in the number of hogs sent to this market but Illinois, Iowa and many of the other states sent in liberal numbers all last year.

We are now receiving hogs from Alabama, Mississippi, Louisiana and other Southern states in liberal numbers, as well as from Kentucky and Tennessee. Arkansas was also a good liberal shipper of hogs last year.

On account of the moderate number of hogs received, prices practically throughout the year were from 5@15c higher than those being paid on other Western markets. This strong demand came from the Eastern buyers, as they needed the hogs and had to outbid the local packers in order to get them.

The high prices here is what attracted so many hogs from Iowa and other sections of the country not specially tributary to this market.

Good grade hogs with a little weight were best sellers most of the year. Occasionally hogs of light weight topped the market, but taken as a whole the hogs weighing 200 pounds and upwards were best sellers and frequently it was the hogs weighing 250 to 300 pounds that commanded highest prices.

The year opened with the top of the market around \$7.50, but prices were soon on the advance and by the first of February the top was up to \$8 and before the end of the month was reached the best offerings were bringing a little better than \$8.50, thereby showing a gain for the two first months of the year of \$1.00. Early in March prices were up to \$9.25 and reached \$9.55 before the end of the first week in April, an advance during the first four months of the year of \$2.00. No material change took place soon, but later prices dropped down so that by the first of May saw hogs up to \$8.80, and by the middle of June \$9.00 was again reached and \$9.55 in July, placing the market back to the high basis the first of April.

Values now started down, and continued to go up and down, but mostly down so that the top was under \$9.00 early in October, and under

\$8.00 the greater part of December; however, the close of the month of December saw prices back above \$8.00, and higher than any other Western market from 5@30c.

With the increased demand that now prevails, and will continue to grow, this market will handle to the advantage of the producer 4,000,000 hogs annually, and until that number is reached buyers will not be able to get as many as they want. Shippers in many parts of the country already realize this, and are diverting their shipments from other markets, and sending them here.

SHEEP.

The past year fell short of 1912, the banner sheep year, in receipts to the number of about 100,000 head, which placed the year 1913 in third place as the number received. All years previous to 1911 were beaten last year. Almost twice as many sheep arrived last year as this market was in the habit of receiving ten or twelve years ago.

The small loss last year can be traced to two reasons. First, there were not as many western sheep fed in Missouri and Illinois as usual, and then the stocker trade the past year was not as large as the past few years.

Besides the good showing made by Missouri and Illinois in marketing sheep a good big lot were received the first few months of the year from Colorado, and also some towards the close of the year. Tennessee furnished a good number of sheep and lambs during the summer months, but not as many as usual for some unknown reason. This was a very noticeable feature of the trade.

During the past five years this market has become quite a factor in the marketing of lambs from Colorado and other western states. Very few sheep arrived last year from Texas.

Like the hog trade, there was no records made in the receipts, but still a good number of sheep and lambs were received. The strong demand prevailing at all times insures good high prices when compared with other western markets.

Besides the local slaughterers being unable to secure as many sheep and lambs as needed there was at all times orders on hand from outside concerns for sheep and lambs that could not be filled.

The year opened with the best lambs selling at \$8.75 and sheep at \$4.85, but it was only a short time until lambs were up to \$9.25 and sheep \$5.50. Lambs continued to sell at \$8.75@9.25 clear on through May, and sheep were selling at \$6.25@6.75. In June, July, and August prices were on a slightly lower basis owing to the heavy receipts. Best lambs ranged from \$7.50@8.10, and sheep from \$4.00@5.00.

In September and October lambs sold at \$6.85@7.90, and sheep from \$4.00@6.50. During the last two months lambs sold at \$7.50@8.25 and sheep at \$4.50@5.00, and buyers were quite anxious for them at the prices most of the time. Bucks the last few months sold largely at

\$4.00. What is generally termed as stock sheep found a good market as the packers are purchasing a lot of them for choppers and cannors.

No market in the West is so well located, and has as strong a demand for all kinds of sheep as St. Louis.

HORSES AND MULES.

Receipts of horses and mules combined for the year 1913 at St. Louis totaled approximately 156,000 head. In comparison with last year's run of 163,500, there is a slight decrease.

Southern receipts were curtailed for a time by reason of the quarantine which was established in some of the states due South. In Corn Belt regions crop failure played a prominent part in horse and mule activities.

Western states and territory from which range horses were drawn, also failed to supply the normal volume of horses.

In spite of the crop failure in the Corn Belt, however, native territory contributed admirably, and the runs of native horses this year are only exceeded by the phenomenal runs of the World's Fair period, 1904 and 1905.

The native horse trade at St. Louis during the year that has just passed has eclipsed all former records. Although the volume of business during the first six months of the year was not as heavy as was expected, the last eight or half dozen months of the year were extraordinarily heavy. Week after week the auction supply exceeded 2,000 head and buyers gathered here from all parts of the country to make their carload purchases. The demand came principally from the East and South. Hundreds of new buyers came to the market the past year. In addition to these, the regular buyers who have operated here year after year were in evidence. The Eastern demand came largely from the New England States, New York, Pennsylvania, New Jersey, Massachusetts, Connecticut and Delaware.

The mule trade for the year just closed approached high-water mark, both in the large volume of mules which have been sold on this market, and the high prices which they have brought. This is particularly true in regard to the last six months of the year, when at many periods the entire capacity of the market was taxed to the utmost in order to handle the enormous business transacted. No other point in the world even nears St. Louis when it comes to handling mules. Never before in the history of the market has there been a better demand for all classes than has been shown for the year 1913. A great number of inquiries came from all parts of the world, South America, South Africa, Canada, Mexico, Cuba, every state in the union and many other countries, due mainly to the facilities which the market possesses for handling the animals.

St. Louis is an ideal location for a market and most desirable as a mule center. It is the logical meeting place for buyers and sellers engaged in the raising and selling of mules. St. Louis draws supplies primarily from Missouri, which is without a doubt the greatest mule raising and

feeding state in the Union, but even Missouri does not begin to produce enough of the valuable hybrids to supply this market, therefore, St. Louis is compelled to draw on Illinois, Kansas, Nebraska, Iowa, Oklahoma, Texas and other great States of the West.

RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR FORTY-ONE YEARS.

| YEAR. | RECEIPTS. | | | | SHIPMENTS. | | | |
|-----------|-----------|-----------|-----------|-----------------|------------|---------|---------|-----------------|
| | Cattle. | Sheep. | Hogs. | Horses & Mules. | Cattle. | Sheep. | Hogs. | Horses & Mules. |
| 1918..... | 1,181,201 | 976,122 | 8,103,431 | 167,206 | 881,482 | 71,822 | 954,330 | 151,466 |
| 1917..... | 1,298,295 | 1,052,208 | 8,028,789 | 171,183 | 835,776 | 96,899 | 678,844 | 155,256 |
| 1916..... | 1,206,423 | 1,024,402 | 8,684,861 | 177,338 | 741,668 | 110,787 | 905,444 | 157,965 |
| 1915..... | 1,356,232 | 776,665 | 2,548,480 | 186,724 | 452,111 | 81,522 | 689,239 | 123,069 |
| 1914..... | 1,418,005 | 836,978 | 8,076,065 | 180,519 | 494,235 | 118,528 | 986,210 | 116,044 |
| 1913..... | 1,293,564 | 724,761 | 8,199,922 | 120,358 | 436,354 | 130,680 | 838,890 | 105,589 |
| 1912..... | 1,528,208 | 622,213 | 2,572,126 | 124,490 | 428,555 | 97,198 | 817,527 | 114,679 |
| 1911..... | 1,514,826 | 650,784 | 2,411,191 | 173,331 | 392,872 | 110,573 | 627,513 | 159,488 |
| 1910..... | 1,254,236 | 690,378 | 2,407,336 | 190,191 | 877,072 | 92,862 | 529,078 | 170,490 |
| 1909..... | 1,261,532 | 746,109 | 2,361,628 | 198,689 | 849,484 | 102,900 | 412,776 | 171,078 |
| 1908..... | 1,209,121 | 555,836 | 1,786,878 | 187,711 | 838,496 | 88,978 | 267,000 | 117,135 |
| 1907..... | 1,181,628 | 540,443 | 1,494,396 | 122,697 | 842,191 | 74,241 | 162,894 | 98,425 |
| 1906..... | 969,881 | 584,115 | 2,236,945 | 149,716 | 252,749 | 77,476 | 406,024 | 119,988 |
| 1905..... | 795,800 | 484,133 | 2,106,972 | 169,082 | 207,896 | 66,199 | 518,561 | 147,468 |
| 1904..... | 706,032 | 452,566 | 2,147,144 | 180,386 | 224,177 | 97,732 | 578,067 | 108,772 |
| 1903..... | 736,611 | 477,091 | 2,136,338 | 128,442 | 264,619 | 127,184 | 578,951 | 117,608 |
| 1902..... | 960,763 | 680,390 | 2,065,283 | 106,870 | 367,084 | 218,769 | 838,319 | 87,548 |
| 1901..... | 955,613 | 633,872 | 1,997,836 | 121,723 | 350,887 | 234,602 | 888,462 | 121,302 |
| 1900..... | 851,275 | 510,660 | 1,440,342 | 77,830 | 274,738 | 119,768 | 606,319 | 81,928 |
| 1899..... | 773,571 | 359,896 | 1,489,856 | 59,823 | 281,260 | 90,526 | 643,090 | 67,564 |
| 1898..... | 903,257 | 397,735 | 1,105,108 | 46,834 | 478,666 | 381,476 | 578,846 | 55,931 |
| 1897..... | 801,111 | 376,922 | 1,310,311 | 45,759 | 465,328 | 248,085 | 718,960 | 49,077 |
| 1896..... | 779,499 | 402,989 | 1,380,569 | 55,075 | 464,794 | 277,896 | 704,378 | 66,891 |
| 1895..... | 639,014 | 356,496 | 1,359,789 | 88,071 | 361,706 | 351,728 | 665,471 | 79,089 |
| 1894..... | 508,190 | 358,495 | 1,120,830 | 78,104 | 397,979 | 255,375 | 429,310 | 65,899 |
| 1893..... | 546,875 | 450,689 | 929,230 | 56,458 | 336,206 | 316,076 | 291,569 | 61,192 |
| 1892..... | 464,828 | 417,425 | 1,052,240 | 67,048 | 277,408 | 287,018 | 324,735 | 59,222 |
| 1891..... | 377,550 | 325,985 | 1,264,471 | 42,033 | 213,668 | 302,728 | 529,362 | 39,798 |
| 1890..... | 386,320 | 363,858 | 1,455,535 | 39,386 | 223,249 | 243,391 | 789,487 | 85,610 |
| 1889..... | 450,717 | 389,822 | 1,474,475 | 41,870 | 315,433 | 248,645 | 678,874 | 39,544 |
| 1888..... | 405,090 | 396,612 | 1,151,785 | 44,913 | 349,623 | 217,370 | 609,388 | 44,543 |
| 1887..... | 443,169 | 443,120 | 846,228 | 42,718 | 188,486 | 245,071 | 264,884 | 46,265 |
| 1886..... | 503,862 | 534,426 | 1,672,153 | 42,86 | 399,099 | 170,396 | 889,960 | 43,794 |
| 1885..... | 424,720 | 205,969 | 1,840,684 | 46,011 | 238,879 | 93,323 | 770,769 | 44,416 |
| 1884..... | 420,654 | 182,648 | 1,762,724 | 33,289 | 226,256 | 88,083 | 698,090 | 36,947 |
| 1883..... | 406,235 | 168,095 | 1,451,634 | 27,788 | 261,723 | 74,433 | 538,637 | 30,967 |
| 1882..... | 411,969 | 200,502 | 896,319 | 22,652 | 261,686 | 67,669 | 511,267 | 35,157 |
| 1881..... | 349,043 | 157,331 | 877,160 | 22,271 | 230,430 | 67,886 | 335,676 | 26,301 |
| 1880..... | 335,742 | 126,679 | 628,569 | 27,516 | 216,701 | 87,884 | 128,729 | 23,675 |
| 1879..... | 360,925 | 114,913 | 1,126,586 | 27,175 | 226,678 | 83,577 | 453,710 | 30,993 |
| 1878..... | 279,678 | 86,484 | 973,512 | ..... | 180,662 | 18,862 | 314,878 | ..... |

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1913.

| ROUTE. | RECEIPTS. | | | | SHIPMENTS. | | | |
|---|------------------|----------------|-----------------|-----------------------------|------------------|----------------|-----------------|-----------------------------|
| | Cattle, Head. | Hogs, Head. | Sheep, Head. | Horses & Mules, Head. | Cattle, Head. | Hogs, Head. | Sheep, Head. | Horses & Mules, Head. |
| Chicago & Alton R. R. (Mo. Div.) | 84,946 | 182,754 | 46,582 | 6,413 | 6,220 | 969 | 1,102 | 248 |
| Missouri Pacific Ry. | 120,021 | 288,877 | 165,780 | 29,012 | 5,027 | 152 | 152 | 452 |
| St. Louis & San Francisco R. R. | 148,469 | 333,771 | 177,457 | 9,804 | 12,960 | 638 | 764 | 4,994 |
| Wabash R. R. (West) | 78,080 | 501,508 | 169,810 | 27,962 | 13,976 | 4,501 | 5,231 | 1,596 |
| Chicago, Rock Island & Pacific Ry. | 44,814 | 113,573 | 23,243 | 5,110 | 5,174 | 481 | 425 | 262 |
| Missouri, Kansas & Texas Ry. | 127,528 | 94,899 | 89,308 | 5,886 | 5,714 | 571 | 409 | 908 |
| St. Louis Southwestern Ry. | 18,489 | 81,978 | 1,751 | 31 | 205 | 8 | 120 | 664 |
| St. Louis Iron Mountain & Southern Ry. | 145,987 | 104,792 | 27,165 | 2,658 | 5,069 | 485 | 897 | 7,808 |
| St. Louis, I. M. & S. R. R. (Ill. Div.) | 442 | 61 | 328 | ... | 812 | ... | ... | ... |
| Illinois Central R. R. | 111,645 | 122,879 | 82,446 | 2,910 | 11,281 | 1,843 | 665 | 7,599 |
| Louisville, Henderson & St. Louis R. R. | 212 | 247 | ... | 1 | 77 | ... | ... | 8,791 |
| Louisville & Nashville R. R. | 44,352 | 96,185 | 69,924 | 5,882 | 5,868 | 15,771 | 8,005 | 59,164 |
| Mobile & Ohio R. R. | 99,653 | 54,843 | 16,286 | 686 | 2,194 | 2,052 | 684 | 18,008 |
| Southern Railway Co. | 8,083 | 19,861 | 14,597 | 610 | 2,290 | 2,231 | 4,005 | 1,918 |
| Baltimore & Ohio S.-W. R. R. | 11,690 | 18,846 | 17,877 | 1,483 | 28,520 | 206,602 | 11,785 | 13,705 |
| Chicago & Alton R. R. (Main Line) | 29,198 | 195,846 | 22,574 | 4,614 | 75,352 | 152,661 | 9,148 | 8,110 |
| Cleveland, Cin., Chi. & St. Louis R. R. | 7,670 | 20,661 | 6,478 | 2,612 | 86,394 | 99,046 | 4,432 | 7,706 |
| Vandalia R. R. | 15,888 | 24,828 | 7,206 | 2,874 | 97,298 | 898,466 | 8,519 | 24,762 |
| Wabash R. R. (East) | 6,735 | 50,786 | 3,160 | 8,789 | 25,104 | 14,728 | 9,818 | 2,273 |
| Toledo, St. Louis & Western R. R. | 4,292 | 11,907 | 5,013 | 700 | 20,248 | 52,579 | 1,639 | 2,886 |
| Chicago, Peoria & St. Louis Ry. | 11,881 | 51,887 | 8,007 | 1,824 | 6,787 | 291 | 520 | 208 |
| Chicago, Burlington & Quincy R. R. (East) | 88,554 | 601,117 | 198,126 | 46,945 | 21,609 | 7,024 | 8,352 | 1,847 |
| Chicago, Burlington & Quincy R. R. (West) | 4,021 | 174,024 | 8,358 | 1,098 | 968 | ... | ... | ... |
| Chicago & Eastern Illinois R. R. | 359 | 180 | 896 | 644 | 2,780 | 361 | 284 | 406 |
| St. Louis, Troy & Eastern R. R. | 101 | ... | ... | ... | ... | ... | ... | ... |
| Illinois Traction System | ... | ... | ... | ... | ... | ... | ... | ... |
| Upper Mississippi River | 1,337 | 15,538 | 2,415 | 1 | ... | ... | ... | ... |
| Lower Mississippi River | 8,764 | 19,035 | 5,392 | 212 | 196 | ... | 40 | 238 |
| Illinois River | 1,085 | 28,696 | 8,351 | 92 | 186 | ... | ... | 1,063 |
| Missouri River | ... | 542 | ... | ... | 228 | ... | ... | 186 |
| Ohio, Cumberland and Tennessee Rivers. | 568 | 4,090 | 177 | 7 | ... | ... | ... | ... |
| Driven and Express | 16,976 | 5,066 | 1,627 | 4,370 | ... | ... | ... | 883 |
| Total | 1,181,201 | 3,102,491 | 976,122 | 167,206 | 881,492 | 964,880 | 71,822 | 101,466 |

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1913.**

| 1913. Month. | RECEIPTS. | | | | | SHIPMENTS. | | | | |
|-----------------|-----------|-----------|---------|-------------------------|--------|------------|---------|--------|-------------------------|--------|
| | Cattle. | Hogs. | Sheep. | Horses and Mules. | Cars. | Cattle. | Hogs. | Sheep. | Horses and Mules. | Cars. |
| January | 93,119 | 282,960 | 76,355 | 24,211 | 7,457 | 23,080 | 120,229 | 2,810 | 24,206 | 2,573 |
| February | 70,675 | 219,015 | 48,804 | 14,495 | 5,594 | 16,326 | 95,926 | 4,231 | 15,258 | 1,529 |
| March | 53,908 | 194,211 | 45,614 | 13,110 | 4,849 | 15,397 | 95,870 | 5,419 | 12,808 | 1,764 |
| April | 49,433 | 189,664 | 48,611 | 8,829 | 4,584 | 11,613 | 62,779 | 1,827 | 7,969 | 1,219 |
| May | 57,599 | 231,442 | 82,285 | 8,394 | 5,634 | 16,177 | 55,228 | 6,622 | 7,630 | 1,855 |
| June | 97,149 | 226,463 | 139,037 | 6,688 | 7,178 | 32,190 | 81,459 | 6,809 | 6,012 | 1,686 |
| July | 114,025 | 189,016 | 139,152 | 8,716 | 7,367 | 36,491 | 54,297 | 10,371 | 8,546 | 1,993 |
| August | 118,111 | 175,222 | 90,720 | 9,215 | 7,155 | 52,298 | 77,072 | 8,709 | 7,388 | 2,678 |
| September | 146,993 | 189,417 | 81,070 | 14,979 | 7,070 | 55,667 | 78,254 | 7,659 | 11,497 | 2,758 |
| October | 129,965 | 182,181 | 67,106 | 16,942 | 7,994 | 45,689 | 66,985 | 6,919 | 16,036 | 2,507 |
| November | 87,529 | 214,232 | 58,043 | 15,522 | 5,967 | 22,597 | 66,891 | 5,488 | 14,578 | 1,778 |
| December | 81,474 | 290,088 | 72,999 | 18,724 | 6,779 | 16,554 | 118,168 | 3,065 | 17,909 | 2,038 |
| Totals.. | 1,099,977 | 2,583,911 | 949,802 | 156,825 | 77,618 | 344,089 | 918,245 | 69,934 | 146,887 | 24,029 |

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT INDEPENDENT STOCK
YARDS FOR THE YEAR 1913.**

| 1913. Month. | RECEIPTS. | | | | | SHIPMENTS. | | | | |
|-----------------|-----------|---------|---------|-------------------------|-------|------------|--------|---------|-------------------------|-------|
| | Cattle. | Hogs. | Sheep. | Horses and Mules. | Cars. | Cattle. | Hogs. | Sheep | Horses and Mules. | Cars. |
| January | 883 | 26,740 | 23,807 | 997 | 474 | 682 | 3,165 | 20,845 | 988 | 198 |
| February | 722 | 19,267 | 18,178 | 261 | 815 | 289 | 5,469 | 17,726 | 289 | 153 |
| March | 1,163 | 18,915 | 30,004 | 436 | 327 | 524 | 3,877 | 24,559 | 427 | 176 |
| April | 1,467 | 24,620 | 28,259 | 96 | 320 | 888 | 7,644 | 26,949 | 80 | 219 |
| May | 1,102 | 32,486 | 20,980 | 157 | 334 | 651 | 7,948 | 25,723 | 57 | 217 |
| June | 880 | 28,684 | 2,222 | 85 | 170 | 441 | 4,288 | 6,192 | 50 | 95 |
| July | 1,169 | 22,618 | 3,621 | 88 | 183 | 626 | 5,111 | 2,167 | 25 | 90 |
| August | 1,501 | 18,258 | 3,981 | 216 | 199 | 1,055 | 8,980 | 2,676 | 191 | 102 |
| September | 1,719 | 18,518 | 5,887 | 168 | 205 | 1,370 | 3,536 | 5,257 | 162 | 114 |
| October | 2,070 | 27,089 | 4,510 | 701 | 318 | 1,849 | 2,686 | 3,889 | 721 | 189 |
| November | 1,392 | 25,706 | 1,146 | 605 | 234 | 1,525 | 3,939 | 876 | 610 | 126 |
| December | 1,056 | 33,112 | 17,174 | 495 | 434 | 785 | 5,163 | 9,903 | 455 | 141 |
| Totals.. | 15,074 | 290,983 | 159,284 | 4,274 | 3,508 | 10,685 | 56,646 | 146,712 | 4,060 | 1,765 |

WEEKLY PRICES OF LIVE STOCK FOR 1913.

From Daily National Live Stock Reporter.

| Week Ending. | CATTLE. | | HOGS. | | SHEEP. | |
|------------------|---------------------|-----------------------|--------|-------------|-------------|-------------|
| | Best Native Steers. | Best Southern Steers. | Top. | Bulk. | Best Lambs. | Best Sheep. |
| January 4..... | \$9 25 | \$7 50 | \$7 57 | \$7 20@7 40 | \$8 75 | \$4 85 |
| 11..... | 9 00 | 7 70 | 7 60 | 7 40 7 55 | 9 25 | 5 25 |
| 18..... | 8 50 | 7 60 | 7 55 | 7 25 7 45 | 9 25 | 5 50 |
| 25..... | 8 00 | 7 60 | 7 70 | 7 80 7 50 | 9 15 | 5 50 |
| February 1..... | 8 80 | 7 70 | 7 80 | 7 40 7 75 | 8 25 | 5 25 |
| 8..... | 8 50 | 7 15 | 8 05 | 7 65 7 95 | 8 60 | 5 50 |
| 15..... | 8 15 | 7 90 | 8 60 | 8 10 8 50 | 8 85 | 5 75 |
| 22..... | 8 55 | 7 85 | 8 55 | 8 80 8 45 | 8 95 | 5 90 |
| March 1..... | 8 75 | 7 80 | 8 80 | 8 40 8 75 | 9 00 | 5 50 |
| 8..... | 9 00 | 8 25 | 9 55 | 8 50 9 15 | 8 80 | 6 25 |
| 15..... | 9 25 | 8 15 | 9 15 | 8 50 9 05 | 9 25 | 6 75 |
| 22..... | 9 25 | 8 85 | 9 80 | 9 00 9 25 | 8 65 | 6 85 |
| 29..... | 9 00 | 7 90 | 9 40 | 9 15 9 30 | 8 90 | 6 75 |
| April 5..... | 8 80 | 7 85 | 9 55 | 9 05 9 50 | 8 70 | 6 75 |
| 12..... | 8 85 | 8 10 | 9 40 | 9 10 9 80 | 9 25 | 7 25 |
| 19..... | 8 50 | 7 65 | 9 40 | 8 85 9 85 | 9 00 | 7 00 |
| 26..... | 9 00 | 7 85 | 9 15 | 8 95 9 10 | 8 90 | 7 25 |
| May 3..... | 8 40 | 7 75 | 8 65 | 8 45 8 60 | 8 40 | 6 50 |
| 10..... | 8 60 | 7 75 | 8 60 | 8 80 8 90 | 8 40 | 6 50 |
| 17..... | 9 00 | 7 25 | 8 70 | 8 85 8 50 | 9 25 | 6 25 |
| 24..... | 8 45 | 7 45 | 8 75 | 8 50 8 70 | 9 25 | 5 85 |
| 31..... | 8 50 | 7 70 | 8 80 | 8 65 8 75 | 9 25 | 5 65 |
| June 7..... | 8 60 | 8 00 | 8 80 | 8 00 8 55 | 8 90 | 4 75 |
| 14..... | 9 00 | 8 10 | 9 00 | 8 65 8 95 | 8 95 | 5 00 |
| 21..... | 8 85 | 8 80 | 8 90 | 8 45 8 95 | 8 35 | 5 00 |
| 28..... | 8 85 | 8 10 | 8 90 | 8 65 8 85 | 8 25 | 5 00 |
| July 5..... | 8 50 | 7 70 | 9 02 | 8 70 9 00 | 7 50 | 4 30 |
| 12..... | 8 60 | 8 10 | 9 25 | 8 95 9 20 | 8 40 | 4 25 |
| 19..... | 8 65 | 8 20 | 9 55 | 9 05 9 50 | 8 65 | 4 50 |
| 26..... | 8 85 | 8 00 | 9 55 | 9 20 9 50 | 7 60 | 4 25 |
| August 2..... | 9 00 | 7 75 | 9 40 | 9 00 9 25 | 7 60 | 4 25 |
| 9..... | 8 60 | 7 10 | 9 20 | 8 80 9 15 | 7 50 | 4 25 |
| 16..... | 8 75 | 7 50 | 9 35 | 8 40 9 25 | 7 25 | 4 00 |
| 23..... | 8 70 | 7 00 | 9 20 | 8 50 9 10 | 7 80 | 4 00 |
| 30..... | 8 70 | 7 25 | 9 32 | 8 85 9 25 | 8 10 | 4 25 |
| September 6..... | 8 80 | 7 25 | 9 20 | 8 80 9 10 | 7 90 | 4 25 |
| 13..... | 9 00 | 7 25 | 9 50 | 8 50 9 40 | 7 50 | 4 00 |
| 20..... | 9 50 | 7 80 | 9 10 | 8 60 9 00 | 7 85 | 4 00 |
| 27..... | 9 50 | 7 40 | 9 15 | 8 50 9 05 | 7 40 | 4 25 |
| October 4..... | 9 40 | 7 50 | 9 05 | 8 50 8 95 | 7 40 | 4 40 |
| 11..... | 9 40 | 7 65 | 8 80 | 8 15 8 70 | 7 25 | 4 50 |
| 18..... | 9 55 | 7 25 | 8 65 | 8 15 8 55 | 6 85 | 4 50 |
| 25..... | 9 80 | 7 25 | 8 50 | 7 75 8 40 | 7 25 | 4 55 |
| November 1..... | 9 35 | 8 10 | 8 30 | 7 65 8 15 | 7 75 | 4 65 |
| 8..... | 9 00 | 7 25 | 8 20 | 7 40 8 10 | 7 75 | 4 40 |
| 15..... | 9 10 | 7 00 | 8 80 | 7 75 8 20 | 8 00 | 4 85 |
| 22..... | 9 15 | 7 00 | 8 15 | 7 60 7 95 | 7 50 | 4 50 |
| 29..... | 8 65 | 7 85 | 8 00 | 7 25 7 80 | 7 75 | 4 65 |
| December 6..... | 8 85 | 7 00 | 8 00 | 7 30 7 85 | 8 00 | 4 85 |
| 13..... | 9 50 | 7 20 | 7 90 | 7 45 7 60 | 8 00 | 4 85 |
| 20..... | 10 00 | 7 15 | 7 95 | 7 45 7 75 | 8 10 | 4 80 |
| 27..... | 8 85 | 7 40 | 8 15 | 7 60 8 05 | 8 25 | 5 00 |

HAY.

By D. W. CLIFTON, Secretary Hay Committee.

The year 1913 was a very good one for the hay trade, especially during the last half of the year, and our quotations will show that our prices have ruled better than any other market in the country.

Owing to the heavy crop of 1912, prices ruled low and unsettled at times during the first six months, but later prices ruled strong and advanced. This was owing to the severe draught in many sections, especially in territories tributary to St. Louis, necessitating the drawing of hay from distant territory where freight rates were high.

The general impression prevailed during the season, owing to the severe draught, that we would have a very short crop, and it has been a great surprise to the trade to see the amount of hay that has come to this market. It speaks well for our market to note, too, that the demand has continued active and that prices have ruled strong, notwithstanding the liberal receipts. The fact is, our prices have ruled and averaged higher than even the Eastern market.

Receipts show an increase over 1912 of 4,080 tons, while the shipments show a decrease of 8,565 tons. Notwithstanding the increase in the use of motor trucks, the local consumption shows an increase of 12,647 tons over 1912. The total receipts for the year were 250,525 tons and the total shipments were 123,560 tons.

RECEIPTS AND SHIPMENTS OF HAY DURING 1912 AND 1913.

| BY | HAY. Receipts, 1912. | | HAY. Shipments 1912. | HAY. Receipts, 1913. | | HAY. Shipments 1913. |
|---------------------------------------|-------------------------|----------------|----------------------------|-------------------------|----------------|----------------------------|
| | Local Tons. | Thro' Tons. | | Local Tons. | Thro' Tons. | |
| Chicago & Alton R. R., Mo. Div.. | 13,655 | 7,895 | 20 | 7,185 | 8,395 | 30 |
| Missouri Pacific R. R..... | 21,060 | 5,805 | 4,835 | 20,020 | 4,535 | 5,810 |
| St. L. & San Francisco R. R..... | 6,690 | 8,200 | 3,870 | 2,290 | 3,810 | 4,685 |
| Wabash R. R. (West) | 16,385 | 9,540 | 1,775 | 16,120 | 12,575 | 3,570 |
| Chicago, Rock Island & Pacific.. | 1,730 | 250 | 615 | 1,845 | 350 | 375 |
| Mo., Kansas & Texas R. R..... | 14,240 | ..... | 50 | 6,680 | 325 | 130 |
| St. Louis Southwestern R. R..... | 1,915 | 4,715 | 196 | 2,030 | 1,335 | 315 |
| St. L., Iron M't'n & S'th'n R.R.... | 770 | 70 | 7,820 | 225 | 35 | 9,860 |
| St. L., I. M. & S. Ry. (Ill. Div.) .. | 555 | 455 | 4,115 | 445 | 70 | 3,355 |
| Illinois Central R. R..... | 8,820 | 440 | 29,023 | 5,255 | 265 | 32,985 |
| L'ville, Henderson & St. L.R. R.... | ..... | ..... | 1,915 | ..... | ..... | 1,905 |
| Louisville & Nashville R. R..... | 165 | ..... | 10,745 | 45 | ..... | 12,950 |
| Mobile & Ohio R. R..... | ..... | ..... | 16,870 | 95 | 20 | 13,855 |
| Southern Railway Co..... | 220 | 140 | 6,939 | 125 | 225 | 6,920 |
| Baltimore & Ohio S.-W. R. R..... | 3,190 | 30 | 3,250 | 2,690 | 70 | 3,640 |
| Chicago & Alton R. R..... | 9,465 | 1,865 | 4,415 | 6,440 | 3,705 | 2,510 |
| Cleveland, Cin., Chi. & St. L. R.R. | 13,885 | ..... | 6,870 | 6,340 | 30 | 7,505 |
| Vandalia R. R..... | 3,140 | 870 | 7,942 | 4,590 | 2,350 | 5,815 |
| Wabash R. R. (East)..... | 12,705 | 3,805 | 3,595 | 15,940 | 3,275 | 4,805 |
| Tol., St. Louis & Western R. R.... | 3,925 | 4,135 | 1,180 | 4,235 | 4,710 | 585 |
| Chicago, Peoria & St. Louis R. R. | 4,865 | 240 | 755 | 4,020 | 355 | 330 |
| Chi., Burl. & Quincy R. R. (East) .. | 2,690 | 6,600 | ..... | 6,365 | 10,065 | ..... |
| Chi., Burl. & Quincy R. R. (West) .. | 39,925 | 6,760 | ..... | 73,045 | 4,770 | ..... |
| Chicago & Eastern Illinois | 2,215 | 2,685 | 14,235 | 1,205 | 1,715 | 1,080 |
| St. Louis, Troy & Eastern Ry..... | 70 | ..... | ..... | 50 | ..... | ..... |
| Illinois Traction System ..... | ..... | ..... | ..... | 195 | ..... | ..... |
| Litchfield & Madison Ry..... | ..... | ..... | 160 | ..... | ..... | 30 |
| Upper Mississippi River | 138 | ..... | 275 | 25 | ..... | 70 |
| Lower Mississippi River | 15 | ..... | 515 | 30 | ..... | 265 |
| Illinois River | 5 | ..... | 80 | ..... | ..... | 40 |
| Missouri River ..... | ..... | ..... | ..... | 10 | ..... | ..... |
| Ohio, Cumb. and Tenn. Rivers.... | ..... | ..... | 65 | ..... | ..... | 140 |
| Total, tons..... | 181,938 | 64,505 | 132,125 | 187,540 | 62,985 | 123,560 |

MONTHLY RANGE OF PRICES OF HAY DURING 1913.

| MONTHS. | No. 1 Alfalfa, per ton. | | No. 1 Timothy, per ton. | | No. 1 Prairie, per ton. | |
|-----------------|----------------------------|---------|----------------------------|---------|----------------------------|---------|
| January..... | \$14.00 | @ 17.00 | \$14.00 | @ 18.00 | \$12.00 | @ 15.50 |
| February..... | 13.00 | 17.00 | 12.00 | 17.00 | 11.50 | 14.00 |
| March | 13.00 | 16.50 | 12.50 | 18.00 | 12.00 | 15.00 |
| April | 14.50 | 18.00 | 14.00 | 18.00 | 11.50 | 18.50 |
| May | *16.00 | 119.00 | 14.00 | 18.50 | 11.50 | 14.00 |
| June..... | *14.00 | 117.00 | 14.00 | 17.00 | *10.25 | 114.00 |
| July | 14.50 | 17.00 | *13.50 | 118.00 | *12.50 | 115.50 |
| August | 15.00 | 18.50 | *15.00 | 120.00 | *14.00 | 118.50 |
| September | 17.00 | 21.00 | 16.00 | 24.00 | 15.00 | 20.00 |
| October | 18.00 | 21.00 | 17.00 | 23.50 | 17.00 | 21.00 |
| November..... | 15.00 | 20.00 | 17.00 | 22.50 | 18.00 | 21.50 |
| December..... | 15.00 | 20.00 | 16.00 | 24.00 | 16.00 | 20.50 |

* New.

† Old.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

| YEAR. | RECEIPTS. | SHIPMENTS. |
|-----------|-----------|------------|
| | Tons. | Tons. |
| 1913..... | 250,535 | 123,580 |
| 1912..... | 246,448 | 152,125 |
| 1911..... | 258,872 | 126,890 |
| 1910..... | 242,481 | 87,455 |
| 1909..... | 189,565 | 66,015 |
| 1908..... | 288,006 | 169,255 |
| 1907..... | 290,645 | 149,042 |
| 1906..... | 242,980 | 101,898 |
| 1905..... | 246,945 | 90,180 |
| 1904..... | 289,560 | 119,984 |
| 1903..... | 296,246 | 114,441 |
| 1902..... | 218,224 | 89,028 |
| 1901..... | 261,182 | 117,567 |
| 1900..... | 324,266 | 120,777 |
| 1899..... | 175,820 | 64,233 |
| 1898..... | 160,850 | 46,498 |
| 1897..... | 178,516 | 64,067 |
| 1896..... | 280,852 | 107,980 |
| 1895..... | 196,562 | 69,046 |
| 1894..... | 159,969 | 41,238 |

Receipts of Hay during 1911, 1912, and 1913 at the principal primary markets, were as follows:

| | Tons. 1911. | Tons. 1912. | Tons. 1913. |
|-------------------|----------------|----------------|----------------|
| St. Louis..... | 268,872 | 246,448 | 250,535 |
| Cincinnati..... | 155,195 | 151,238 | 218,897 |
| Indianapolis..... | 16,260 | 85,860 | 1,636 |
| Cleveland..... | 58,191 | 58,818 | 54,968 |
| Chicago..... | 288,979 | 342,617 | 289,948 |
| Kansas City..... | 278,968 | 364,464 | 308,132 |
| Peoria..... | 57,684 | 88,330 | 40,671 |
| Minneapolis..... | 58,890 | 59,550 | 87,870 |
| Milwaukee..... | 48,906 | 47,239 | 89,415 |

TOBACCO.

MANUFACTURED.

St. Louis continues to maintain its position as the place where more tobacco is manufactured annually, and whose brands are more widely known, than any other place in the world. The amount manufactured in the First Missouri district, in 1913, of which nearly the entire amount is the output of St. Louis factories, was 73,089,871 pounds, as compared with 71,881,336 pounds in 1912. In addition to the amount manufactured many million of pounds are received from other points.

The number of cigars manufactured was 45,917,551, while the total sold in St. Louis in 1912 is estimated at 500,000,000, of an average value of \$4.00 per hundred. The total value of tobacco and cigars sold is estimated at \$52,000,000.

According to the report of the Commissioner of Internal Revenue the total amount of tobacco manufactured in the United States in 1912—the last available date—was 435,479,949 pounds, of which the First Missouri district manufactured 73,089,871 pounds, or over 16%.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1912,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

| STATE AND DISTRICT. | Lbs. Twist and other forms. | Pounds Plug. | Pounds Pine Cut. | Pounds Smoking. | Pounds Snuff. | Total Pounds, 1912. | Total Pounds, 1911. |
|---------------------|-----------------------------|--------------|------------------|-----------------|---------------|---------------------|---------------------|
| Missouri...1st | 7,650,331 | 82,044,981 | ..... | 3,390,747 | 3,812 | 73,089,871 | 71,881,336 |
| Kentucky...5th | 1,038,802 | 16,501,259 | 1,539 | 12,695,088 | ..... | 30,136,683 | 32,959,231 |
| N.Carolina.4th | 1,320 | 4,077,892 | ..... | 30,631,313 | ..... | 34,710,525 | 37,049,024 |
| N.Carolina.5th | 47,440 | 42,488,833 | ..... | 19,239,221 | ..... | 61,835,494 | 51,813,068 |
| Virginia...2nd | 123,709 | 6,553,619 | ..... | 12,480,308 | ..... | 19,437,632 | 26,878,390 |
| Virginia...6th | 114,279 | 3,047,871 | 865 | 101,332 | ..... | 3,263,847 | 3,037,205 |
| New Jersey.5th | ..... | 8,745,200 | 8,423,846 | 22,923,888 | 8,487,393 | 43,585,827 | 38,149,541 |
| Michigan...1st | 64,776 | 5,639,773 | 1,741,880 | 18,009,564 | 101,265 | 25,607,258 | 20,539,562 |
| Maryland...1st | ..... | ..... | ..... | 12,311,819 | 2,028,061 | 14,339,880 | 19,401,732 |
| Ohio.....1st | 293,937 | 9,065,772 | ..... | 25,369,412 | 44 | 34,729,165 | 34,595,738 |
| Illinois.....1st | 6,736 | 30,033 | 4,241,535 | 15,382,723 | 5,441,073 | 25,102,120 | 22,250,381 |
| Other Districts | 6,189,803 | 1,702,946 | 1,591,896 | 46,834,944 | 15,301,998 | 71,621,587 | 65,634,917 |
| Total 1912.... | 15,531,133 | 160,248,195 | 11,006,561 | 217,330,409 | 31,363,651 | 435,479,949 | 424,080,565 |
| Total 1911.... | 13,545,761 | 160,835,589 | 11,027,986 | 209,387,475 | 28,943,734 | 424,080,565 | ..... |
| Total 1910.... | 14,530,022 | 174,353,625 | 12,857,930 | 214,056,402 | 31,445,175 | 447,232,137 | ..... |
| Total 1909.... | 14,825,975 | 174,418,233 | 12,481,100 | 202,374,654 | 28,454,858 | 431,354,916 | ..... |
| Total 1908.... | 14,475,730 | 164,712,836 | 12,085,725 | 192,229,890 | 24,035,788 | 407,541,946 | ..... |
| Total 1907.... | 12,257,022 | 159,745,491 | 12,457,915 | 179,172,512 | 24,176,219 | 387,808,159 | ..... |
| Total 1906.... | 11,580,874 | 165,035,127 | 12,742,345 | 175,664,091 | 25,119,285 | 391,271,522 | ..... |
| Total 1905.... | 10,147,709 | 166,805,061 | 11,684,184 | 165,126,285 | 23,471,078 | 367,235,237 | ..... |
| Total 1904.... | 8,783,211 | 163,379,270 | 12,151,003 | 149,151,690 | 20,221,400 | 353,636,574 | ..... |
| Total 1903.... | 2,326,869 | 180,224,826 | 11,893,051 | 134,859,133 | 22,689,767 | 351,498,096 | ..... |

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

| YEAR. | Tobacco, manufactur'd pounds. | Amount Tax Paid. |
|---------------------|-------------------------------------|---------------------|
| Calendar 1898 | 64,898,621 | \$5,688,748 86 |
| " 1899 | 66,873,197 | 8,000,788 62 |
| " 1900 | 79,294,969 | 9,515,896 18 |
| " 1901 | 82,010,893 | 8,895,848 82 |
| " 1902 | 82,598,541 | 6,486,206 24 |
| " 1903 | 80,875,428 | 4,862,525 71 |
| " 1904 | 65,832,529 | 3,949,961 77 |
| " 1905 | 65,001,781 | 4,020,588 60 |
| " 1906 | 71,715,289 | 4,394,969 81 |
| " 1907 | 65,984,081 | 4,161,129 06 |
| " 1908 | 72,759,588 | 4,452,219 23 |
| " 1909 | 74,565,081 | 4,445,783 46 |
| " 1910 | 74,871,724 | 5,135,083 68 |
| " 1911 | 74,863,140 | 5,710,115 79 |
| " 1912 | 71,881,886 | 5,862,407 86 |
| " 1913 | 78,089,871 | 6,048,736 68 |

The manufactures of the past five years can be classified as follows:

| | 1913. Pounds. | 1912. Pounds. | 1911. Pounds. | 1910. Pounds. | 1909. Pounds. |
|--------------------------|------------------|------------------|------------------|------------------|------------------|
| Plug Chewing Tobacco.... | 62,044,981 | 59,850,251 | 59,859,627 | 59,930,608 | 59,182,828 |
| Smoking | 8,890,747 | 5,974,448 | 7,819,853 | 7,848,042 | 7,082,728 |
| Twist | 7,650,831 | 7,046,189 | 7,668,021 | 7,548,078 | 8,842,992 |
| Snuff..... | 8,821 | 10,498 | 5,189 | 5,139 | 6,538 |
| Total..... | 78,089,871 | 71,881,886 | 74,852,140 | 74,876,864 | 74,565,061 |

CIGARS MANUFACTURED IN ST. LOUIS.

| YEAR. | Manufac- tured. | Amount of Tax Paid. |
|---------------------|--------------------|------------------------|
| Calendar 1898 | 47,830,690 | 158,691 01 |
| " 1899 | 49,115,600 | 178,808 96 |
| " 1900 | 55,671,715 | 200,418 17 |
| " 1901 | 46,325,000 | 153,872 00 |
| " 1902 | 48,181,684 | 160,488 79 |
| " 1903 | 62,198,000 | 186,579 14 |
| " 1904 | 65,824,510 | 191,473 53 |
| " 1905 | 49,669,802 | 165,564 84 |
| " 1906 | 48,292,221 | 161,036 68 |
| " 1907 | 49,848,000 | 189,219 08 |
| " 1908 | 48,280,320 | 145,006 98 |
| " 1909 | 46,894,800 | 141,112 04 |
| " 1910 | 48,868,550 | 147,966 10 |
| " 1911 | 48,326,029 | 145,286 72 |
| " 1912 | 47,247,191 | 148,166 18 |
| " 1913 | 45,917,551 | 146,085 46 |

TOBACCO, CIGARS AND SNUFF, MANUFACTURED IN ST. LOUIS FOR SIX YEARS.

| | 1913 | 1912. | 1911. | 1910 | 1909. | 1908. |
|--------------------|------------|------------|------------|------------|------------|------------|
| Tobacco, lbs..... | 78,089,871 | 71,881,886 | 74,852,140 | 74,871,724 | 74,565,061 | 72,769,588 |
| Cigars, M..... | 45,917,551 | 47,247,191 | 48,226,029 | 48,868,550 | 46,494 | 48,230 |
| Cigarettes, M..... | 1,409 | 1,500 | ..... | ..... | 405 | 232 |
| Snuff, lbs | 8,821 | 10,498 | 5,189 | 5,189 | 6,588 | 7,186 |

LEAD AND SPELTER.

By HENRY GREVE, President John Wahl Commission Co.

LEAD.

The price of Pig Lead at the opening of the year 1913 was around the \$4.15 mark at St. Louis. The market remained around this level until the latter part of April when buying became so insistent that the largest interest was forced to advance its price to a \$4.42½ basis, St. Louis. During the early part of May prices declined again to about \$4.25 St. Louis. At that time, however, the first rumors of a strike in Southeast Missouri became current and in anticipation of this threatened event, sellers became reluctant and the market advanced to a \$4.42½ basis, St. Louis, and when the strike was actually declared on August 15th, the market ascended rapidly to about a \$4.70 basis, St. Louis.

The strike, which was the cause of the flurry in the lead market, was settled in September and prices declined heavily, going as low as \$3.85 at St. Louis in December. The year closed with Pig Lead being worth about \$4.05, St. Louis.

Productions last year as compared with the year 1912 were as follows:

| PRODUCTION FROM DOMESTIC ORES. | 1913. | 1912. |
|---|---------|---------|
| Desilverized..... | 256,458 | 221,480 |
| Soft Lead..... | 156,013 | 171,037 |
| | 412,471 | 392,517 |
| Production from Foreign Ore and Base Bullion..... | 54,372 | 88,377 |
| | 466,843 | 480,894 |
| Available for consumption..... | 421,774 | 388,148 |

SPELTER.

Spelter fluctuations were in sympathy with influences paramount in metal markets generally. Compared with the year 1912, prices were lower.

At the opening of the year 1913, the edge had been taken off the unprecedented advance which marked the closing months of 1912. The pressure to make sales for future delivery was accentuated by the liberal consignments of Zinc ore, the production of which had been unduly stimulated by the high spelter prices, so that the accumulation of ore stocks in the hands of smelters were far beyond normal proportions. In the meantime, consumers were disposed to work up their stocks, and a situation was thus created by the cumulative causes above outlined, which made the position of the market untenable, and explains, in a great measure, the perpendicular decline which started with the beginning of last year. Prices opened around \$7.05 to \$7.10, St. Louis, which, by the way, was high mark for the year. As low as \$4.85 was reached toward the end of the year and the year closed nominally at 5½¢ pound.

Total productions for the year 1913 were 345,000 tons as compared with 338,000 tons for 1912.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

| Year. | Receipts | Shipm'ts. | Year. | Receipts | Shipm'ts. |
|-----------|-----------|-----------|-----------|-----------|-----------|
| 1913..... | 1,814,250 | 2,100,530 | 1899..... | 1,611,112 | 1,105,131 |
| 1912..... | 2,472,440 | 1,748,355 | 1898..... | 2,184,012 | 1,466,905 |
| 1911..... | 2,899,190 | 1,538,950 | 1897..... | 2,280,548 | 1,389,436 |
| 1910..... | 2,639,740 | 1,659,180 | 1896..... | 1,946,189 | 1,406,327 |
| 1909..... | 2,357,300 | 1,524,920 | 1895..... | 1,500,923 | 956,572 |
| 1908..... | 1,998,370 | 1,495,080 | 1893..... | 1,348,544 | 968,411 |
| 1907..... | 1,985,875 | 1,484,945 | 1892..... | 1,526,484 | 1,070,538 |
| 1906..... | 2,048,890 | 1,426,750 | 1891..... | 1,739,977 | 982,477 |
| 1905..... | 2,187,985 | 1,588,780 | 1890..... | 1,766,880 | 1,057,496 |
| 1904..... | 2,378,540 | 1,387,042 | 1889..... | 2,018,483 | 1,433,087 |
| 1903..... | 2,407,605 | 1,979,554 | 1888..... | 1,853,780 | 1,239,919 |
| 1902..... | 2,007,725 | 1,354,119 | 1887..... | 1,442,054 | 766,807 |
| 1901..... | 1,800,235 | 1,243,956 | 1885..... | 1,110,788 | 637,710 |
| 1900..... | 1,577,443 | 1,072,992 | 1884..... | 1,044,012 | 625,336 |

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

| RECEIVED BY | 1912. | 1912. | 1911. |
|--|-----------|-----------|-----------|
| St. Louis Southwestern Ry..... | 450 | ..... | ..... |
| Missouri Pacific Ry..... | 98,110 | 108,860 | 115,610 |
| St. Louis & San Francisco R. R..... | 204,700 | 199,230 | 242,640 |
| Wabash R. R. (West)..... | 61,880 | 93,490 | 1,630 |
| Missouri, Kansas & Texas R. R..... | ..... | 11,030 | 122,920 |
| St. Louis, Iron Mountain & Southern R. R..... | 558,110 | 1,686,520 | 1,589,700 |
| Chicago & Eastern Illinois R. R..... | 8,580 | ..... | 538 |
| Chicago & Alton R. R. (Main Line)..... | 20,520 | 8,100 | ..... |
| Vandalia R. R..... | 257,170 | 218,210 | 239,470 |
| Wabash R. R. (East)..... | 610 | ..... | ..... |
| Toledo, St. Louis & Western R. R..... | ..... | 1,710 | 480 |
| Chicago, Peoria & St. Louis R. R..... | 61,880 | 114,220 | 120,470 |
| Chicago, Burlington & Quincy R. R. (West)..... | 12,290 | 82,070 | 85,810 |
| Chicago, Burlington & Quincy R. R. (East)..... | 35,020 | ..... | ..... |
| TOTAL..... | 1,814,250 | 2,472,440 | 2,899,190 |

MONTHLY PRICES OF LEAD AND SPELTER FOR TWO YEARS.

| MONTH. | LEAD. | | | | SPELTER. | | | |
|----------------|-------|---------|-------|--------|----------|--------|-------|--------|
| | 1918. | | 1912. | | 1918. | | 1912. | |
| January..... | 4 17½ | @ 4 22½ | 4 17½ | @ 4 40 | 6 60 | @ 7 20 | 6 25 | @ 6 55 |
| February..... | 4 17½ | 4 25 | 3 92½ | 4 17½ | 6 00 | 6 60 | 6 30 | 6 65 |
| March..... | 4 20 | 4 25 | 3 95 | 4 25 | 5 80 | 6 30 | 6 50 | 7 00 |
| April..... | 4 17½ | 4 45 | 4 07½ | 4 25 | 5 40 | 5 75 | 6 50 | 6 80 |
| May..... | 4 20 | 4 87½ | 4 07½ | 4 15 | 5 15 | 5 45 | 6 65 | 6 85 |
| June..... | 4 15 | 4 25 | 4 12½ | 4 12½ | 5 00 | 5 15 | 6 70 | 6 95 |
| July..... | 4 20 | 4 42½ | 4 87½ | 4 70 | 5 10 | 5 50 | 6 90 | 7 25 |
| August..... | 4 87½ | 4 88 | 4 80 | 4 77½ | 5 40 | 5 85 | 6 80 | 7 00 |
| September..... | 4 50 | 4 70 | 4 75 | 5 02½ | 5 50 | 5 90 | 7 25 | 7 50 |
| October..... | 4 20 | 4 55 | 4 82½ | 5 00 | 5 15 | 5 55 | 7 25 | 7 50 |
| November..... | 4 12½ | 4 25 | 4 80 | 4 82½ | 5 00 | 5 80 | 7 20 | 7 40 |
| December..... | 3 92½ | 4 15 | 4 10 | 4 85 | 4 95 | 5 80 | 7 12½ | 7 80 |

WOOL, FURS AND HIDES.

By FUNSTEN BROS. & Co.

FURS.

This has been one of the most remarkable fur seasons in the history of the fur trade. The season of 1913-14 opened up with practically a panic on in the fur trade of the world. The trouble started in Europe, due to the very unseasonable weather and the tightness of money. Immense quantities of furs were dumped on the London market at the October sales, and values declined from 20 to 50 per cent. resulting in a very demoralized condition. During the month of November and the early part of December, the market was in a very weak condition and, with the exception of the St. Louis market, the trade in furs was practically at a standstill.

This state of affairs existed until about the middle of December, at which time there was held in this City, for the first time in the history of the fur business, the Government's catch of Alaska fur seals, blue and white foxes. These furs were formerly shipped to London and were sold in the London market for fifty years.

This sale attracted buyers from all parts of the world; on the day of the sale practically every large market in the world was represented in St. Louis. This first sale of the Government furs in this country was in some respects one of the most remarkable ever held. In face of the depressed condition it looked as if these furs would decline heavily, but to the surprise of nearly every one they sold remarkably well and some of the furs brought the highest prices on record.

This was really the turning point of the fur market for the season of 1913-14. Confidence was restored and fur values started upward, and a number of kinds regained last year's basis of prices which was the highest on record. The sale of the U. S. Government Alaska fur seals marks a new era in the fur business of this City.

St. Louis is drawing furs from every State in the United States, every province in Canada, as well as Alaska and Mexico. It makes a specialty of handling only North American furs; it does not solicit foreign furs. It is content with the distinction of being the largest market in the world for American furs. While it is difficult to give accurate statistics, it is estimated that St. Louis handles from 65 to 75 per cent of all the furs trapped in North America.

Thousands and thousands of shipments are received daily direct from trappers. The goods are sold in the open market to the high bidder. This makes a strong competitive market, and it is the only market in the United States where this method is carried out.

St. Louis is known everywhere as one of the great fur markets of the world, and the City of St. Louis is perhaps better advertised through the fur trade here than any other trade in the City.

St. Louis is known all over North America wherever furs are caught, and is growing more in favor each year both with the shippers in trapping sections and manufacturers of America and Canada. Europe, being a very large user of American furs, is coming to St. Louis more and more each year to buy its goods direct. In fact, St. Louis is in very close touch with all fur using countries and great quantities are exported direct from this market.

WOOL.

The year of 1913 in the wool trade saw the passing of the long fought tariff bill which removed the duty on foreign wools. While the taking off of the tariff reduced prices some, it did not have the depressing effect prophesied by some opponents of the tariff bill.

Since that time wool has sold freely and the mills have bought heavily at fair prices. While the dealers had to take some losses on their holdings, they sold freely at the new basis and we believe that St. Louis will handle a larger quantity of wool this coming season than ever before.

St. Louis has built up a remarkable trade, having enlarged its outlet by selling in large quantities direct to mills and manufacturers—much more so than in previous years.

St. Louis is the second largest wool market in America and is perhaps the largest originating center for what is known in the trade as domestic wools. St. Louis also handles more Utah and Idaho wools than any other market in the country.

A vast quantity of wool is raised throughout the Mississippi Valley and St. Louis naturally draws from this territory the majority of these wools which are known as the domestic wools, and St. Louis is recognized as headquarters for such stock.

The high price of cattle, hogs and mutton in recent years has drawn upon the flocks of this country to a very great extent, which probably accounts for the American output of wool not being as much as expected. The active operations of St. Louis merchants in western fields does much to make and influence the price of wool throughout the country.

One of the largest wool houses in America is located in St. Louis and this enterprising firm brings many millions of pounds of wool to this market every year that would go elsewhere.

Farmers throughout the United States should be encouraged by the Department of Agriculture at Washington to maintain a small herd of sheep on each farm, as the great western feeding grounds are rapidly

being cut up into farms so that the vast grazing lands of the early days are disappearing, thus making it expensive to maintain large herds such as used to be in the days of the territories. If we are to maintain our present supply, or increase it, we must depend upon farmers in all states paying more attention to sheep.

HIDES.

The receipts of country hides have been very good for the past year and have met with strong demand and an active movement at good prices. The increased demand for leather is no doubt responsible for the healthy condition of the hide market. The automobile has been a big factor in the increased use of leather, and the fact that the supply of hides has not been keeping pace with the increased population assures a big demand for hides, and will keep them in a strong position for some time to come.

RECEIPTS AND SHIPMENTS FOR NINETEEN YEARS.

| YEAR. | WOOL. | | HIDES. | |
|-----------|----------------------|-----------------------|----------------------|-----------------------|
| | Receipts. Pounds. | Shipments. Pounds. | Receipts. Pounds. | Shipments. Pounds. |
| 1913..... | 14,671,660 | 18,647,200 | 52,509,300 | 132,092,470 |
| 1912..... | 23,390,150 | 39,819,200 | 59,227,300 | 124,271,650 |
| 1911..... | 26,773,770 | 33,039,000 | 64,329,940 | 135,124,800 |
| 1910..... | 21,044,440 | 20,548,250 | 71,007,770 | 146,692,030 |
| 1909..... | 22,649,110 | 30,023,350 | 63,571,550 | 135,708,100 |
| 1908..... | 23,123,340 | 27,829,200 | 70,587,900 | 127,162,350 |
| 1907..... | 14,712,560 | 17,097,750 | 49,394,750 | 93,853,110 |
| 1906..... | 15,775,330 | 17,749,420 | 59,115,810 | 97,782,300 |
| 1905..... | 24,296,130 | 22,887,270 | 63,544,350 | 118,364,600 |
| 1904..... | 18,751,770 | 27,540,775 | 55,228,200 | 109,480,945 |
| 1903..... | 18,766,250 | 21,031,610 | 50,910,600 | 112,680,030 |
| 1902..... | 26,378,080 | 30,072,350 | 56,237,220 | 99,367,210 |
| 1901..... | 25,877,110 | 27,311,375 | 55,005,030 | 116,723,595 |
| 1900..... | 17,000,790 | 15,057,290 | 60,531,540 | 106,496,640 |
| 1899..... | 28,491,625 | 32,517,076 | 68,933,720 | 92,692,028 |
| 1898..... | 23,710,715 | 21,266,999 | 58,716,130 | 78,705,735 |
| 1897..... | 30,865,410 | 34,303,700 | 59,372,110 | 88,908,100 |
| 1896..... | 15,139,840 | 15,939,579 | 46,505,880 | 81,581,130 |
| 1895..... | 21,593,780 | 20,526,100 | 44,169,790 | 78,039,400 |

REVIEW OF THE FOREIGN TRADE OF ST. LOUIS FOR 1913.

By JAMES ARBUCKLE, President Latin-American Export Association.

As the foreign trade of the United States continues to increase each year in volume, both exports and imports, it would be natural to suppose that St. Louis should share in this increase, but one important source of our trade—Mexico has been in the throes of a revolution, we have virtually suspended all business with that country for the time being.

Mexico has been one of our most important customers, and for years our trade has shown a steady annual increase until it showed previous to the present civil war, nearly one hundred millions annually of exports and imports.

Our foreign trade therefore for 1913 will only show with other countries.

EXPORTS—AGRICULTURAL IMPLEMENTS.

This industry has shipped considerable amounts to various countries, and the total exports would be about the same as they were in 1912, showing an increase in 1913 with the countries outside of Mexico.

BEER.

The figures given by the custom house of the exports of this extensive industry is given as \$694,993, being 940,555 gallons. The high reputation which the St. Louis beverage enjoys everywhere entitles it to a large consumption in the markets of the world, and no doubt its export will continue to increase.

BOOTS AND SHOES.

The exports of this large industry continue to augment in foreign countries other than Mexico.

Our manufacturers are now entering the South American field which affords an unlimited outlet for St. Louis shoes. Agencies are being established at several of the larger seaports of both South and Central America, and we may expect these exports soon to assume quite a large volume. Figures of exports for 1913 not obtainable.

Our exports to Mexico alone two years ago were then estimated at \$500,000.

This being the largest market in the United States for shoes, there being over fifty factories, the necessity of seeking new markets outside of the United States is quite obvious.

BURLAP BAGS.

According to custom house figures there was exported of this article nearly two million yards of a value of \$160,000.

CHEMICALS, INCLUDING PROPRIETARY MEDICINES.

One of the largest manufacturing concerns in the world is situated here, and there are many smaller concerns, whilst innumerable houses making specifics of various kinds.

The exports of these products are estimated at not less than \$750,000. Latin-America offers an especially inviting field for these products.

CARS, STREET AND RAILWAY.

We have large factories in both these lines, as large as any in the world, and their exports have been quite considerable.

None of the concerns seem to wish to make known the volume of this part of their business. It has been guessed at several million dollars. Mexico has been a large customer.

CORN.

In this product we can only approximately get at the figures by taking the shipments to the seaboard as exports, and they have amounted to 1,510,952 bushels.

The shipments of grain by river, soon to be inaugurated by the barge lines established on the river, will increase our exports probably to what they formerly were.

COTTON.

The shipments of this staple can only be guessed at from those houses who do exporting. A large amount of cotton is bought in the South by St. Louis buyers who have it classed and shipped to Europe direct from there and exchange drawn on it with bill of lading. Actual figures are not obtainable but it is supposed to be 80,000 bales or approximately in value \$4,800,000, including the shipments locally.

ELECTRICAL SUPPLIES.

This industry shows an active progress, and quite a large business was done with Mexico. Efforts are now going on to get a portion of the trade of Latin-America.

FURS, ETC.

As no actual statistics are kept by the trade in this line approximate figures can only be given.

The Government having appointed this a selling market for its furs has added great importance to this city as a buying market for foreign buyers. It is estimated by the best authority here that the estimated value should be in the neighborhood of five million dollars.

MACHINERY, BOILERS, ETC.

Estimated exports on these from the best sources obtainable amount to about \$200,000.

The custom house exports show on the following articles: Steel Rope, \$73,768. Dry Plates, \$58,618. Tobacco, \$71,421.

FLOUR.

Exports in 1913 to all countries 726,842 barrels, a small amount less than previous year.

Altogether our total exports show a fairly good increase over previous years.

COFFEE.

Our largest article of import is Coffee.

Precise figures cannot be obtained but those best able to give figures say it will be in the neighborhood of about 500,000 bags.

It is said we are the second largest receiving and distributing point in the United States.

TROPICAL FRUITS.

There is an immense quantity of these brought into this market, and next to coffee is the largest import in value we make. Figures have been difficult to obtain. The total amount of imports as shown by custom house figures were \$9,499,255, and of these were free of duty \$2,532,094. This comprised all articles in fibers, dry goods, steel products, chemicals, and miscellaneous.

CASTOR BEANS.

Monthly range in prices of prime, in car lots, during 1912 and 1913.

| MONTHS. | 1913 | 1912 | MONTHS. | 1913 | 1912 |
|---------------|--------|--------|----------------|--------|--------|
| January..... | \$1 50 | \$1 50 | July..... | \$1 50 | \$1 50 |
| February..... | 1 50 | 1 50 | August..... | 1 50 | 1 50 |
| March..... | 1 50 | 1 50 | September..... | 1 50 | 1 50 |
| April..... | 1 50 | 1 50 | October..... | 1 50 | 1 50 |
| May..... | 1 50 | 1 50 | November..... | 1 50 | 1 50 |
| June..... | 1 50 | 1 50 | December..... | 1 50 | 1 50 |

FLAXSEED.

Monthly range of prices during 1913.

| MONTHS. | 1912 | MONTHS. | 1912 |
|---------------|-----------------|----------------|-------------------|
| January..... | \$1 21 @ \$1 33 | July..... | *\$1 24 @ *\$1 24 |
| February..... | 1 30 1 33 | August..... | 1 27 * 1 32 |
| March..... | 1 23 1 31 | September..... | 1 24 * 1 35 |
| April..... | 1 23½ 1 41 | October..... | ..... |
| May..... | 1 30 1 33 | November..... | ..... |
| June..... | 1 10 1 30 | December..... | ..... |

* Bid; no offerings.

TIMOTHY SEED.

Monthly range of prices during 1913.

| MONTHS. | PER 100 LBS. | MONTHS. | PER 100 LBS. |
|---------------|-----------------|----------------|-----------------|
| January..... | \$2 75 @ \$3 60 | July..... | \$2 25 @ \$5 25 |
| February..... | 2 00 3 75 | August..... | 4 80 5 50 |
| March..... | 2 00 3 35 | September..... | 2 50 5 35 |
| April..... | 2 00 3 35 | October..... | 2 50 5 30 |
| May..... | 2 00 3 50 | November..... | 2 50 5 25 |
| June..... | 2 00 4 00 | December..... | 3 00 5 35 |

CLOVER SEED.

Monthly range of prices during 1913.

| MONTHS. | PER 100 LBS. | MONTHS. | PER 100 LBS. |
|---------------|------------------|----------------|-------------------|
| January..... | \$5 00 @ \$19 50 | July..... | \$ 4 00 @ \$15 00 |
| February..... | 6 00 19 00 | August..... | 5 25 15 00 |
| March..... | 6 00 17 50 | September..... | 5 00 12 50 |
| April..... | 5 00 20 00 | October..... | 7 50 13 00 |
| May..... | 4 00 15 00 | November..... | 7 50 14 37½ |
| June..... | 4 00 12 00 | December..... | 10 50 14 75 |

EGGS.

RECEIPTS AND PRICES OF EGGS DURING 1913.

| MONTHS—1913. | By Railroad, Packages. | By River, Packages. | By Express, Packages. | Monthly Receipts, Packages. | Monthly Range of Prices. |
|----------------|------------------------------|------------------------|-----------------------------|-----------------------------------|--------------------------------|
| January..... | 41,149 | ..... | 21,825 | 62,474 | 21 @ 25 |
| February..... | 68,544 | ..... | 80,885 | 98,929 | 17½ 23 |
| March..... | 119,869 | ..... | 51,159 | 170,828 | 16 19 |
| April..... | 186,608 | 4,621 | 44,217 | 185,446 | 15½ 17 |
| May..... | 166,461 | 3,701 | 83,094 | 208,246 | 17 17½ |
| June..... | 160,861 | 2,556 | 29,787 | 192,654 | 14½ 17 |
| July..... | 97,709 | 2,401 | 89,808 | 189,413 | 14½ 17 |
| August..... | 70,476 | 1,069 | 84,295 | 105,870 | 14 17 |
| September..... | 47,606 | 589 | 28,906 | 77,101 | 12 24 |
| October..... | 86,449 | 440 | 21,890 | 58,769 | 28 29½ |
| November..... | 40,727 | 145 | 18,896 | 59,768 | 28 35 |
| December..... | 26,551 | 805 | 17,022 | 48,878 | 27½ 32 |
| Total..... | 1,012,009 | 15,857 | 870,199 | 1,896,065 | ..... |

RECEIPTS AND RANGE OF PRICES FOR SERIES OF YEARS.

| | | | | | |
|------------------|-----------|--------|---------|-----------|---------|
| Total, 1918..... | 1,012,009 | 15,857 | 870,199 | 1,398,065 | 12 @ 35 |
| " 1912..... | 1,058,011 | 21,789 | 814,784 | 1,894,584 | 14½ 39 |
| " 1911..... | 1,484,458 | 22,485 | 230,017 | 1,786,915 | 14½ 39 |
| " 1910..... | 1,180,472 | 21,931 | 178,205 | 1,875,638 | 14½ 35 |
| " 1909..... | 1,204,650 | 28,929 | 167,408 | 1,896,987 | 16 40 |
| " 1908..... | 1,189,680 | 28,869 | 271,889 | 1,489,868 | 12½ 29 |
| " 1907..... | 986,948 | 33,489 | 259,540 | 1,288,977 | 12 25½ |
| " 1906..... | 798,298 | 33,771 | 206,056 | 1,028,125 | 12 26 |
| " 1905..... | 770,489 | 88,065 | 171,674 | 960,257 | 10½ 32 |
| " 1904..... | 968,914 | 40,897 | 211,858 | 1,216,124 | 12½ 29½ |
| " 1903..... | 692,968 | 40,850 | 225,882 | 959,648 | 11 28½ |
| " 1902..... | 618,708 | 85,972 | 171,819 | 825,989 | 11½ 32 |
| " 1901..... | 817,679 | 88,669 | 166,096 | 1,022,646 | 6 25 |
| " 1900..... | 678,511 | 39,832 | 202,839 | 920,682 | 7½ 28 |

BUTTER.

MONTHLY RANGE OF PRICES OF BUTTER FOR 1913.

| 1913 | Creamery, Extra. | Creamery, Firsts. | Creamery, Seconds. | Ladle, Packed. | Packing Stock. |
|----------------|---------------------|----------------------|-----------------------|-------------------|-------------------|
| January..... | 38 @ 35 | 28 @ 32 | 26 @ 27 | 22 @ 24 | 18½ @ 20 |
| February..... | 34 36 | 29 32 | 27 30 | 28 25 | 18½ 19 |
| March..... | 36 36 | 30 32 | 28 30 | 28 25 | 19 22½ |
| April..... | 31 35 | 28 38 | 26 30 | 24 26 | 22½ 24 |
| May..... | 27 31 | 25 27 | 24 26 | 22 24 | 20 22½ |
| June..... | 26 28 | 24 25 | 23 24 | 20 23 | 19½ 20 |
| July..... | 26 26 | 24 24 | 23 23 | 23 23 | 19 19½ |
| August..... | 24 26½ | 24 25½ | 23 24½ | 23 23½ | 19 20 |
| September..... | 27½ 31 | 25½ 28 | 24½ 26 | 24 24 | 20½ 21½ |
| October..... | 29½ 31 | 26½ 28 | 24½ 26 | 28 24 | 20 21½ |
| November..... | 31 32 | 27 27½ | 25½ 26½ | 24 24 | 18½ 20 |
| December..... | 32 36½ | 27 33 | 25½ 28 | 24 24 | 18 18½ |

FRUITS AND PRODUCE.

By M. G. RICHMOND, President Shaw & Richmond Produce Co.

St. Louis continues to hold a prominent place among the leading fruit and produce markets of the country. Not only is it noted as a receiving and distributing point for fruits and vegetables for both Northern and Southern States, according to the season, but it is likewise famed for its crops of home-grown or nearby berries and small fruits. In the aggregate, the year 1913 recorded no material change in the fruit and vegetable trade, supplies, in the main, being sufficient for the prevailing needs, and prices about in line with those of the preceding year.

The apple crop throughout the country the past year, was an unusually short one, and prices in the main ruled high, especially on anything like desirable fruit. The receipts at St. Louis amounted to 352,215 barrels, and 215,315 boxes, as compared with 433,891 barrels and 337,910 boxes in 1912. The shipments were reported at 261,725 barrels and 469,980 boxes, as against 253,178 barrels and 368,640 boxes a year ago. The amount in storage on February 1st was reported at 53,337 barrels and 103,514 boxes, as compared with 94,161 barrels and 163,349 boxes in 1912.

The past year experienced one of the smallest crops of potatoes ever raised in the American Bottoms, the yield being less than a million bushels, or about 15 per cent of an average yield. Receipts by rail were estimated at 4,812,138 bushels, as against 3,656,038 bushels in 1912, and the shipments 4,668,610 bushels, against 3,482,990 bushels a year ago. The total crop raised in the United States in 1913 was reported at 331,525,000 bushels, as against 420,647,000 bushels in 1912. The Missouri crop amounted to only 3,230,000 bushels, as contrasted with 7,980,000 bushels the year previous. The receipts of Onions amounted to 1,109,428 bushels, against 1,494,038 bushels in 1912, with shipments 2,155,668 bushels, against 2,414,000 bushels in 1912.

The receipts of Citrus and Deciduous Fruits from Florida and the far western States, were again very good, and transactions in general very satisfactory. Of Oranges, Lemons and Grape Fruit, the receipts approximated about 1,500 to 1,800 cars, and of the latter, upward of 1200 cars. Many hundreds of cars of Pine Apples and Bananas are also received yearly. Aside from the near-by crop of Berries and Small Fruits handled for local consumption, or shipped annually, local produce

houses also handle many hundreds of cars of Melons, Grapes, Peaches, Plums and the like, from Southern, Northern, and Eastern markets, in a year's time.

Of Garden Truck, there is no record kept, but the annual handling for local consumption, or for distribution by St. Louis firms, aggregates several thousand cars a season.

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY YEARS.

| YEARS. | POTATOES. | | | | | | ONIONS. | | |
|--------|-----------------|----------------|----------------|-----------------|----------------|----------------|-----------------|----------------|-----------------|
| | RECEIPTS. | | | SHIPMENTS. | | | RECEIPTS. | | SHIPMENTS. |
| | Sacks and Bbls. | Bush. in Bulk. | Total in Bush. | Sacks and Bbls. | Bush. in Bulk. | Total in Bush. | Sacks and Bbls. | Bush. in Bulk. | Sacks and Bbls. |
| 1913.. | 1,088,455 | 2,091,000 | 4,812,138 | 1,418,385 | 1,122,650 | 4,968,610 | 443,771 | 510,500 | 962,265 |
| 1912.. | 658,215 | 2,010,500 | 3,656,038 | 995,140 | 871,525 | 3,482,990 | 273,415 | 795,600 | 965,635 |
| 1911.. | 1,117,694 | 2,105,000 | 4,899,235 | 816,395 | 917,210 | 2,958,190 | 595,800 | 165,000 | 597,210 |
| 1910.. | 717,185 | 2,085,500 | 3,875,462 | 514,890 | 555,080 | 1,842,905 | 660,985 | 232,000 | 603,795 |
| 1909.. | 1,165,845 | 1,576,000 | 4,490,612 | 719,800 | 888,675 | 2,688,075 | 476,490 | 197,500 | 576,170 |
| 1908.. | 1,104,360 | 1,713,500 | 4,474,400 | 615,620 | 893,775 | 2,432,825 | 492,450 | 354,500 | 506,480 |
| 1907.. | 910,287 | 1,456,000 | 3,731,718 | 462,620 | 965,490 | 2,122,040 | 157,980 | 302,000 | 355,580 |
| 1906.. | 760,106 | 1,426,500 | 3,526,765 | 617,382 | 599,415 | 2,142,745 | 193,675 | 289,500 | 447,035 |
| 1905.. | 722,225 | 1,065,000 | 2,870,562 | 646,579 | 411,230 | 2,027,677 | 340,956 | 309,000 | 457,920 |
| 1904.. | 1,097,305 | 1,147,500 | 3,890,765 | 827,896 | 707,955 | 2,777,695 | 182,944 | 254,500 | 222,165 |
| 1903.. | 557,124 | 1,170,500 | 2,841,872 | 319,301 | 663,045 | 1,620,948 | 71,840 | 234,000 | 134,594 |
| 1902.. | 758,986 | 1,364,500 | 3,641,308 | 567,677 | 888,915 | 2,591,946 | 106,600 | 186,500 | 184,825 |
| 1901.. | 307,603 | 1,973,250 | 2,896,059 | 453,241 | 660,410 | 2,020,133 | 55,732 | 280,000 | 114,712 |
| 1900.. | 334,206 | 1,561,950 | 2,564,568 | 515,300 | 799,103 | 2,345,008 | 94,631 | 230,500 | 158,401 |
| 1899.. | 567,420 | 1,761,300 | 3,463,560 | 614,533 | 770,478 | 2,614,077 | 82,985 | 233,500 | 142,972 |
| 1898.. | 453,632 | 1,657,800 | 3,108,696 | 498,215 | 488,007 | 1,982,632 | 101,229 | 156,500 | 94,547 |
| 1897.. | 239,685 | 1,847,000 | 2,566,055 | 425,791 | 656,620 | 1,933,393 | 82,229 | 159,050 | 83,443 |
| 1896.. | 328,064 | 1,195,100 | 2,189,292 | 484,105 | 639,152 | 2,091,467 | 78,623 | 190,500 | 70,310 |
| 1895.. | 445,407 | 1,133,150 | 2,469,371 | 490,747 | 826,724 | 2,028,965 | 71,635 | 156,000 | 94,793 |
| 1894.. | 165,674 | 895,500 | 1,892,522 | 348,521 | 298,490 | 1,345,033 | 58,603 | 141,150 | 116,137 |

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

RECEIPTS BY RAILROAD, RIVER, EXPRESS, WAGON AND STOCK DRIVEN FOR EACH MONTH IN 1913.

| DATE—1913. | APPLES. | | Barley, Bushels. | Butter, Lbs. | Fresh Beef, Lbs. | Bran and Shipstuf | | Coal, Tons. | Corn, Bushels. | Eggs, Corn & Mid. Main. Bushels. |
|---------------------|---------|---------|---------------------|-----------------|---------------------|-------------------|---------------------|----------------|-------------------|--|
| | Bbls. | Boxes. | | | | Sacks. | Oars in bulk. | | | |
| January | 7,340 | 4,440 | 225,600 | 1,872,495 | 9,438,600 | 98,180 | 192 | 604,710 | 2,526,000 | 294,000 |
| February | 8,955 | 1,680 | 216,000 | 2,008,800 | 7,694,300 | 114,480 | 88 | 494,670 | 3,306,000 | 211,200 |
| March | 14,605 | 13,870 | 178,000 | 1,966,340 | 8,049,500 | 53,570 | 13 | 464,035 | 1,806,825 | 111,000 |
| April | 8,550 | 2,580 | 14,750 | 2,014,560 | 4,104,600 | 45,980 | 34 | 338,265 | 2,172,800 | 43,200 |
| May | 4,240 | 8,700 | 8,000 | 2,184,380 | 9,152,500 | 69,040 | 16 | 387,480 | 2,375,700 | 10,800 |
| June | 1,080 | 810 | 46,870 | 2,500,660 | 11,038,000 | 54,560 | 11 | 361,035 | 2,806,760 | 21,800 |
| July | 4,570 | 365 | 35,340 | 2,536,030 | 8,318,800 | 94,760 | 71 | 338,620 | 1,041,375 | 50,309 |
| August | 15,475 | 60 | 35,320 | 1,861,870 | 5,630,300 | 105,450 | 83 | 414,730 | 1,520,060 | 8,600 |
| September | 68,070 | 1,680 | 182,634 | 1,980,840 | 6,100,570 | 114,880 | 62 | 559,960 | 1,853,225 | 10,500 |
| October | 160,315 | 68,570 | 503,800 | 1,913,680 | 6,124,100 | 133,540 | 94 | 633,670 | 1,188,080 | ..... |
| November | 53,455 | 100,860 | 497,200 | 1,791,200 | 7,212,800 | 111,810 | 75 | 431,865 | 961,560 | 11,800 |
| December | 12,560 | 17,200 | 311,450 | 2,035,120 | 8,133,800 | 139,300 | 133 | 410,975 | 1,710,710 | 54,000 |
| Wagon ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 400,000 | ..... |
| Total | 852,215 | 215,815 | 2,254,964 | 24,686,065 | 91,705,870 | 1,134,990 | 872 | 5,800,006 | 22,139,045 | 821,700 |
| Railroad | 225,245 | 215,000 | 2,254,570 | 22,166,950 | 91,704,670 | 1,134,670 | 872 | 5,598,445 | 21,738,500 | 821,700 |
| River | 126,970 | 315 | 384 | 122,880 | 1,200 | 320 | ..... | 1,560 | 60,545 | ..... |
| Express or Wagon .. | ..... | ..... | ..... | 2,896,755 | ..... | ..... | ..... | ..... | 400,000 | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| DATE—1913. | COTTON. | | Coke, Tons. | EGGS. | | Flaxseed, Bus. bulk. | Flour, Bbls. | HAY. | |
|-----------------|-----------------|-------------------|----------------|-----------------|-------------------|-------------------------|-----------------|-----------------|-------------------|
| | Bales Local. | Bales Through. | | Pkgs. Local. | Pkgs. Through. | | | Local, Tons. | Through, Tons. |
| January | 11,906 | 86,846 | 16,330 | 33,261 | 29,213 | 5,000 | 249,780 | 14,335 | 8,255 |
| February | 6,581 | 43,007 | 17,360 | 41,598 | 57,331 | 10,000 | 238,750 | 17,550 | 8,240 |
| March | 3,684 | 36,171 | 13,875 | 79,369 | 91,169 | ..... | 267,100 | 9,085 | 3,210 |
| April | 5,311 | 30,713 | 14,191 | 77,800 | 107,648 | ..... | 240,400 | 11,670 | 3,050 |
| May | 448 | 14,332 | 14,428 | 65,575 | 137,671 | 230 | 249,785 | 11,345 | 3,545 |
| June | 1,723 | 14,671 | 16,250 | 75,550 | 117,104 | ..... | 251,085 | 13,400 | 3,260 |
| July | 638 | 9,713 | 16,822 | 67,740 | 71,573 | ..... | 261,860 | 12,410 | 3,450 |
| August | 1,337 | 5,247 | 16,303 | 66,440 | 39,430 | 10,070 | 301,045 | 16,965 | 3,975 |
| September | 1,693 | 8,759 | 15,230 | 47,939 | 29,162 | 30 | 337,255 | 21,620 | 6,405 |
| October | 13,037 | 55,193 | 18,068 | 37,462 | 21,306 | ..... | 297,770 | 23,340 | 6,210 |
| November | 13,243 | 86,840 | 16,740 | 42,976 | 16,732 | 570 | 292,010 | 17,160 | 6,335 |
| December | 16,349 | 88,622 | 15,740 | 30,961 | 12,917 | ..... | 270,635 | 18,960 | 7,060 |
| Total | 75,963 | 480,214 | 190,857 | 696,661 | 731,304 | 25,900 | 3,266,375 | 187,540 | 62,985 |
| Railroad | 72,868 | 480,214 | 190,857 | 649,756 | 731,304 | 25,900 | 3,266,785 | 187,475 | 62,985 |
| River | 3,094 | ..... | ..... | 16,905 | ..... | ..... | 590 | 65 | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| DATE—1913. | Hides, Pounds. | Lead, Pigs. | LIVE STOCK. | | | | HORSES and Mules | | LUMBER. | | MDS. AND SUNDRIES. | |
|--------------------------|-------------------|----------------|------------------|-----------|-----------------|----------------|---------------------|-------|------------|---------|--------------------|-------|
| | | | Cattle, Head. | Hogs. | Sheep, Head. | Horse Head. | | | Cars. | M. Ft. | Packages. | Cars. |
| January | 3,336,800 | 225,440 | 99,498 | 343,988 | 80,774 | 25,898 | 16,187 | ..... | 1,829,100 | 29,554 | ..... | ..... |
| February | 3,449,800 | 194,070 | 77,989 | 276,969 | 50,796 | 15,644 | 17,767 | ..... | 1,677,080 | 26,428 | ..... | ..... |
| March | 3,487,000 | 119,680 | 53,280 | 233,408 | 49,782 | 14,011 | 18,290 | 64 | 1,600,710 | 25,854 | ..... | ..... |
| April | 2,846,700 | 48,880 | 58,652 | 223,344 | 48,481 | 9,078 | 16,725 | ..... | 1,461,920 | 26,494 | ..... | ..... |
| May | 4,266,870 | 70,710 | 67,556 | 269,879 | 85,091 | 8,800 | 20,826 | 85 | 1,552,590 | 30,069 | ..... | ..... |
| June | 3,812,700 | 70,430 | 99,322 | 281,950 | 133,105 | 7,137 | 17,816 | 98 | 1,345,290 | 26,274 | ..... | ..... |
| July | 5,212,350 | 77,850 | 124,887 | 236,088 | 147,917 | 6,495 | 16,371 | 153 | 1,567,088 | 27,705 | ..... | ..... |
| August | 4,098,180 | 69,790 | 129,301 | 211,106 | 99,082 | 9,569 | 18,402 | 164 | 1,594,100 | 27,980 | ..... | ..... |
| September | 4,785,200 | 102,890 | 147,956 | 217,318 | 77,320 | 13,283 | 17,581 | 133 | 1,581,320 | 28,515 | ..... | ..... |
| October | 6,315,100 | 89,610 | 148,370 | 223,731 | 70,445 | 18,946 | 18,080 | 41 | 1,818,300 | 32,105 | ..... | ..... |
| November | 4,319,500 | 111,670 | 90,927 | 270,618 | 62,455 | 17,608 | 14,482 | 28 | 1,608,780 | 30,309 | ..... | ..... |
| December | 6,576,300 | 134,200 | 80,636 | 313,082 | 70,775 | 20,894 | 16,647 | 64 | 1,752,650 | 30,326 | ..... | ..... |
| | | | | | | | | | | | | |
| Total | 52,509,300 | 1,314,250 | 1,181,201 | 3,102,431 | 976,022 | 167,206 | 208,464 | 880 | 19,318,698 | 341,613 | ..... | ..... |
| Railroad | 52,874,650 | 1,313,990 | 1,157,449 | 3,034,644 | 963,070 | 162,389 | 208,464 | ..... | 19,156,988 | 341,613 | ..... | ..... |
| River | 134,650 | 260 | 6,774 | 62,681 | 11,325 | 447 | ..... | 830 | 161,710 | ..... | ..... | ..... |
| Express and Driven ..... | ..... | ..... | 16,978 | 5,096 | 1,627 | 4,370 | ..... | ..... | ..... | ..... | ..... | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| DATE—1913 | Oats, Bushels. | ONIONS | | Pig Iron, Tons. | PORK PRODUCT. | | |
|-----------------------|-------------------|-------------------|-------|--------------------|---------------|------------|--|
| | | Sks. and Bbls. | Oars. | | Meats, Lbs. | Lard, Lbs. | |
| January | 2,835,800 | 21,880 | 85 | 33,770 | 6,033,600 | 1,271,200 | |
| February | 2,065,700 | 24,450 | 62 | 34,130 | 7,687,300 | 1,360,400 | |
| March | 1,507,900 | 25,070 | 27 | 36,490 | 8,194,000 | 3,231,000 | |
| April | 1,290,350 | 45,630 | 220 | 31,275 | 8,022,800 | 3,788,400 | |
| May | 1,655,800 | 147,680 | 237 | 35,351 | 11,470,000 | 3,766,900 | |
| June | 1,756,100 | 81,995 | 242 | 34,330 | 10,550,400 | 3,049,200 | |
| July | 1,515,630 | 14,870 | 50 | 25,630 | 11,631,000 | 3,603,000 | |
| August | 2,979,300 | 20,055 | 10 | 25,775 | 12,691,400 | 3,223,100 | |
| September | 2,424,100 | 15,551 | 28 | 27,910 | 11,438,700 | 3,907,500 | |
| October | 2,412,300 | 12,700 | 47 | 33,725 | 11,418,500 | 2,712,100 | |
| November | 2,123,300 | 16,360 | 8 | 30,080 | 9,780,100 | 1,884,400 | |
| December | 1,854,700 | 18,210 | 7 | 32,480 | 8,674,480 | 1,414,100 | |
| Express & Wagon | 400,000 | ..... | ..... | ..... | ..... | ..... |  |
| Total | 24,869,490 | 443,771 | 1,021 | 384,016 | 117,632,380 | 33,712,300 | |
| Railroad | 23,960,350 | 443,131 | 1,021 | 384,016 | 117,300,180 | 33,702,900 | |
| River | 8,130 | 640 | ..... | ..... | 332,200 | 9,400 | |
| Wagon | 400,000 | ..... | ..... | ..... | ..... | ..... |  |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| Date—1913. | POTATOES. | | Rye. Bushels. | Wheat, Bushels. | Wool, Lbs. | Zinc and Spelter Slabs. |
|----------------|-------------------|-------|------------------|--------------------|---------------|-------------------------------|
| | Sks. and Bbls. | Cars. | | | | |
| January | 47,810 | 786 | 17,800 | 3,410,400 | 60,300 | 468,160 |
| February | 71,960 | 643 | 18,200 | 2,906,200 | 224,060 | 383,970 |
| March | 74,890 | 411 | 16,600 | 1,907,601 | 62,830 | 877,150 |
| April..... | 57,720 | 292 | 11,100 | 1,389,417 | 145,700 | 247,980 |
| May..... | 64,280 | 214 | 4,400 | 1,662,351 | 1,141,860 | 238,760 |
| June | 115,770 | 816 | 8,800 | 1,219,452 | 2,907,560 | 256,270 |
| July..... | 57,660 | 184 | 36,230 | 5,455,280 | 7,809,810 | 335,190 |
| August | 35,575 | 292 | 113,740 | 4,353,683 | 1,040,310 | 236,210 |
| September..... | 103,200 | 186 | 75,900 | 1,816,827 | 611,440 | 364,680 |
| October..... | 159,310 | 323 | 63,064 | 2,007,702 | 335,000 | 332,640 |
| November..... | 164,110 | 98 | 19,800 | 2,601,892 | 220,600 | 246,980 |
| December | 136,140 | 56 | 53,900 | 2,228,796 | 54,300 | 261,250 |
| ..... | ..... | ..... | ..... | 300,000 | ..... | ..... |
| Total..... | 1,038,455 | 4,182 | 439,734 | 31,258,471 | 14,671,660 | 4,151,280 |
| Railroad..... | 1,032,566 | 4,182 | 432,650 | 30,626,794 | 14,380,460 | 4,150,980 |
| River..... | 5,890 | ..... | 84 | 331,687 | 291,200 | 600 |
| ..... | ..... | ..... | ..... | 300,000 | ..... | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913.

| DATE—1912. | APPLES. | | Barley, Bush. | Fresh Beef, Lbs. | BRAN. | | BUTTER Pounds. (Not Oleo) | Coal, Tons. |
|-------------------|---------|---------|------------------|---------------------|-----------|----------------|---------------------------------|----------------|
| | Bbla. | Boxes. | | | Sacks. | Cars, bulk. | | |
| January | 8,790 | 18,010 | 13,450 | 31,601,600 | 356,680 | 373 | ..... | 229,385 |
| February | 11,910 | 56,010 | ..... | 28,628,400 | 360,420 | 384 | ..... | 177,300 |
| March | 23,515 | 56,660 | 8,800 | 27,578,400 | 453,780 | 486 | ..... | 196,685 |
| April | 17,750 | 49,680 | 2,680 | 17,131,400 | 491,070 | 331 | 244,700 | 192,655 |
| May | 6,410 | 55,070 | 3,740 | 21,300,000 | 572,420 | 443 | 678,670 | 166,190 |
| June | 5,860 | 30,780 | 1,250 | 25,656,700 | 504,180 | 492 | 784,020 | 168,380 |
| July | 12,880 | 16,880 | 4,380 | 28,887,000 | 563,570 | 360 | 642,140 | 198,145 |
| August | 12,940 | 15,020 | 8,180 | 26,102,600 | 412,285 | 373 | 580,580 | 205,475 |
| September | 28,400 | 18,280 | 17,480 | 23,756,000 | 377,310 | 360 | 489,200 | 241,025 |
| October | 65,310 | 68,080 | 22,600 | 25,113,700 | 418,870 | 314 | 606,680 | 286,970 |
| November | 37,190 | 64,700 | 12,430 | 24,273,900 | 362,760 | 299 | 942,340 | 300,360 |
| December | 30,670 | 20,780 | 5,160 | 21,731,100 | 354,180 | 260 | 1,031,860 | 247,980 |
| Total | 261,725 | 469,880 | 100,060 | 301,675,800 | 5,227,465 | 4,365 | 5,969,190 | 2,622,620 |
| By Railroad | 261,725 | 469,880 | 100,060 | 301,675,800 | 5,226,175 | 4,365 | 5,969,190 | 2,622,620 |
| “ River ..... | ..... | ..... | ..... | ..... | 2,290 | ..... | ..... | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913—Continued.

| Date—1913. | Corn, Bushels. | Kaffir Corn and Milo Maize, Bushels. | Corn- meal, Bbls. | Cotton, Bales. | Eggs, Pkgs. | Flour, Bbls. | Hay, Tons. | Hides, Lbs. |
|-------------------|-------------------|---|-------------------------|-------------------|----------------|-----------------|---------------|----------------|
| January | 1,705,680 | ..... | 3,130 | 66,483 | 43,833 | 285,830 | 13,780 | 11,220,400 |
| February | 1,805,880 | ..... | 6,460 | 44,029 | 61,092 | 281,710 | 12,805 | 8,303,100 |
| March | 971,980 | ..... | 9,210 | 28,161 | 106,542 | 315,935 | 7,680 | 10,338,480 |
| April | 1,216,400 | 27,710 | 18,390 | 25,159 | 246,159 | 282,830 | 7,445 | 8,040,290 |
| May | 1,136,310 | 10,080 | 10,240 | 19,050 | 134,579 | 280,460 | 7,830 | 10,138,000 |
| June | 1,246,350 | 20,600 | 7,610 | 16,085 | 100,276 | 303,890 | 7,055 | 11,067,100 |
| July | 908,550 | 21,110 | 9,390 | 15,863 | 80,934 | 273,730 | 7,835 | 12,969,100 |
| August | 663,270 | 14,610 | 9,240 | 13,532 | 58,608 | 354,270 | 10,115 | 11,135,200 |
| September | 633,180 | 13,310 | 10,210 | 7,577 | 68,533 | 423,440 | 14,800 | 10,066,400 |
| October | 443,550 | 4,970 | 8,195 | 38,140 | 54,269 | 392,270 | 12,665 | 13,436,900 |
| November | 365,270 | 4,760 | 11,085 | 78,124 | 42,824 | 343,685 | 11,035 | 12,247,900 |
| December | 497,880 | 2,720 | 8,380 | 79,902 | 39,706 | 352,130 | 10,705 | 13,004,600 |
| Total | 11,593,360 | 119,810 | 111,430 | 435,105 | 1,034,439 | 3,890,890 | 133,560 | 132,092,470 |
| By Railroad | 11,593,360 | 119,810 | 110,010 | 435,105 | 1,034,439 | 3,879,945 | 133,045 | 132,069,770 |
| " River ..... | ..... | ..... | 1,420 | ..... | ..... | 10,945 | 515 | 2,700 |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913—Continued.

| Date—1913. | Lead, Pigs. | LUMBER. | | LIVE STOCK—HEAD. | | | | MISC. & SUNDRIES. | |
|------------------|----------------|---------|-------------|------------------|---------|--------|-------------------------|-------------------|---------|
| | | Cars. | M. Feet. | Cattle. | Hogs. | Sheep. | Horses and Mules. | Packages. | Cars. |
| January..... | 176,360 | 10,839 | ..... | 23,048 | 130,361 | 2,413 | 24,176 | 4,383,400 | 29,440 |
| February..... | 170,370 | 11,219 | ..... | 17,605 | 96,662 | 3,703 | 19,430 | 4,448,400 | 29,125 |
| March..... | 181,955 | 12,650 | 98 | 15,920 | 105,631 | 6,843 | 13,790 | 5,391,690 | 33,705 |
| April..... | 192,060 | 14,801 | 54 | 11,864 | 63,043 | 2,007 | 8,335 | 4,992,650 | 35,775 |
| May..... | 173,355 | 14,970 | 83 | 15,746 | 59,732 | 7,334 | 5,863 | 6,039,300 | 37,665 |
| June..... | 153,620 | 13,180 | 64 | 34,174 | 34,549 | 6,959 | 6,710 | 6,098,700 | 37,145 |
| July..... | 171,830 | 12,655 | 38 | 37,452 | 51,758 | 9,963 | 5,975 | 5,719,700 | 36,635 |
| August..... | 156,260 | 12,729 | 107 | 37,499 | 77,547 | 7,998 | 7,719 | 6,320,360 | 40,480 |
| September..... | 164,000 | 12,762 | 161 | 65,596 | 83,273 | 9,910 | 11,084 | 6,013,130 | 41,765 |
| October..... | 194,430 | 11,998 | 121 | 53,224 | 75,121 | 4,975 | 15,853 | 6,015,500 | 44,000 |
| November..... | 180,210 | 11,730 | 81 | 36,461 | 67,383 | 5,065 | 15,791 | 4,693,500 | 36,130 |
| December..... | 196,110 | 11,218 | 88 | 16,843 | 110,645 | 4,402 | 16,965 | 4,469,900 | 39,390 |
| Total..... | 2,100,530 | 149,751 | 895 | 331,432 | 954,330 | 71,832 | 151,456 | 64,556,230 | 441,245 |
| By Railroad..... | 2,100,335 | 149,751 | ..... | 330,885 | 954,330 | 71,782 | 149,728 | 63,722,930 | 441,245 |
| River..... | 195 | ..... | 895 | 547 | ..... | 40 | 1,730 | 833,300 | ..... |

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1913—Continued.

| Date—1913. | Oats Bushels | ONIONS | | Pig Iron, Tons. | PORK PRODUCT. | | |
|-------------------|-----------------|---------|-------|-----------------------|---------------|-------------|------------|
| | | Pkgs. | Cars | | Hams, Lbs. | Meats, Lbs. | Lard, Lbs. |
| January | 2,107,800 | 41,840 | ..... | 13,575 | 979,500 | 19,041,900 | 7,444,800 |
| February | 1,875,150 | 39,735 | ..... | 11,045 | 1,272,100 | 19,848,800 | 8,131,800 |
| March | 1,233,005 | 27,440 | 10 | 15,690 | 1,226,110 | 26,156,100 | 6,480,310 |
| April | 1,153,410 | 80,070 | 16 | 19,650 | 1,041,500 | 32,088,900 | 6,291,700 |
| May | 1,127,740 | 259,850 | 4 | 16,540 | 1,153,100 | 34,301,200 | 7,591,300 |
| June | 882,010 | 165,570 | 12 | 16,050 | 1,904,400 | 31,498,500 | 9,143,900 |
| July | 847,335 | 55,220 | ..... | 17,135 | 1,307,300 | 32,324,800 | 8,279,200 |
| August | 1,553,335 | 38,420 | 10 | 16,870 | 1,499,700 | 31,719,900 | 6,757,900 |
| September | 1,609,710 | 31,900 | 18 | 15,565 | 1,678,100 | 36,492,700 | 6,966,100 |
| October | 1,570,290 | 35,960 | 23 | 17,890 | 1,278,000 | 34,635,400 | 8,031,400 |
| November | 1,349,190 | 26,380 | 20 | 14,750 | 1,711,300 | 23,106,300 | 5,492,300 |
| December | 1,372,080 | 30,380 | 19 | 16,460 | 992,000 | 23,517,000 | 6,984,500 |
| Total | 16,140,865 | 835,735 | 132 | 191,230 | 15,296,110 | 344,672,500 | 87,674,910 |
| By Railroad | 16,110,475 | 835,725 | 132 | 191,230 | 15,188,410 | 344,078,300 | 87,466,410 |
| " River | 29,890 | 70 | ..... | ..... | 112,700 | 594,200 | 208,500 |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| Date—1913. | COTTON. | | Coke, Tons. | EGGS. | | Flaxseed, Bus. bulk. | Flour, Bbls. | HAY. | |
|-----------------|------------------|-------------------|----------------|-----------------|-------------------|-------------------------|-----------------|-----------------|-------------------|
| | Bales, Local. | Bales Through. | | Pkgs. Local. | Pkgs. Through. | | | Local, Tons. | Through, Tons. |
| January | 11,906 | 86,846 | 16,330 | 33,261 | 29,213 | 6,000 | 249,780 | 14,386 | 8,255 |
| February | 6,581 | 43,007 | 17,360 | 41,598 | 57,331 | 10,000 | 238,760 | 17,550 | 8,240 |
| March | 3,684 | 36,171 | 13,875 | 79,369 | 91,169 | ..... | 237,100 | 9,035 | 3,210 |
| April | 5,311 | 30,713 | 14,121 | 77,800 | 107,646 | ..... | 240,400 | 11,670 | 3,060 |
| May | 448 | 14,332 | 14,428 | 65,575 | 137,671 | 230 | 249,785 | 11,345 | 3,545 |
| June | 1,728 | 14,671 | 16,260 | 75,550 | 117,104 | ..... | 251,085 | 18,400 | 3,230 |
| July | 638 | 9,713 | 16,822 | 67,740 | 71,578 | ..... | 261,860 | 12,410 | 3,450 |
| August | 1,337 | 5,247 | 16,303 | 66,440 | 39,430 | 10,070 | 301,045 | 16,965 | 3,975 |
| September | 1,633 | 8,769 | 15,230 | 47,989 | 29,162 | 30 | 337,255 | 21,620 | 6,405 |
| October | 13,037 | 55,193 | 18,088 | 37,492 | 21,306 | ..... | 237,770 | 23,840 | 6,210 |
| November | 13,243 | 86,840 | 16,740 | 42,976 | 16,782 | 570 | 292,010 | 17,160 | 6,325 |
| December | 16,349 | 88,622 | 15,740 | 30,961 | 12,917 | ..... | 279,635 | 18,660 | 7,060 |
| Total | 75,953 | 430,214 | 190,867 | 696,661 | 731,304 | 25,900 | 3,266,375 | 187,540 | 62,965 |
| Railroad | 72,969 | 430,214 | 190,867 | 649,756 | 731,304 | 25,900 | 3,266,785 | 187,475 | 62,965 |
| River | 3,084 | ..... | ..... | 16,905 | ..... | ..... | 590 | 65 | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| Date—1913. | Hides, Pounds. | Lead, Pigs. | LIVE STOCK. | | | | LUMBER. | | MISC. AND SUNDRIES. | |
|-------------------------|-------------------|----------------|------------------|-----------|-----------------|------------------------------|---------|--------|---------------------|---------|
| | | | Cattle, Head. | Hogs. | Sheep, Head. | Horses and Mules Head. | Cars. | M. Ft. | Packages. | Cars. |
| January | 3,339,600 | 225,440 | 99,436 | 342,938 | 80,774 | 25,826 | 16,137 | ..... | 1,829,100 | 29,554 |
| February | 3,449,800 | 194,070 | 77,969 | 275,969 | 50,795 | 15,644 | 17,757 | ..... | 1,677,080 | 26,438 |
| March | 3,457,000 | 119,680 | 56,260 | 233,406 | 49,782 | 14,011 | 18,290 | 64 | 1,600,710 | 25,864 |
| April..... | 2,846,700 | 48,360 | 56,653 | 223,344 | 48,461 | 9,073 | 16,725 | ..... | 1,461,320 | 26,494 |
| May | 4,266,870 | 70,710 | 67,556 | 269,879 | 85,091 | 8,800 | 20,326 | 85 | 1,552,590 | 30,059 |
| June | 3,812,700 | 70,430 | 99,322 | 281,950 | 138,105 | 7,137 | 17,816 | 98 | 1,845,280 | 26,274 |
| July..... | 5,212,350 | 77,850 | 124,837 | 298,068 | 147,917 | 6,495 | 16,371 | 153 | 1,557,068 | 27,705 |
| August..... | 4,098,180 | 69,790 | 129,301 | 211,106 | 99,082 | 9,569 | 18,402 | 164 | 1,534,100 | 27,990 |
| September..... | 4,785,200 | 102,390 | 147,956 | 217,318 | 77,320 | 13,233 | 17,531 | 133 | 1,531,320 | 28,515 |
| October..... | 6,315,100 | 89,610 | 148,270 | 226,731 | 70,445 | 18,946 | 18,030 | 41 | 1,818,300 | 33,105 |
| November..... | 4,319,500 | 111,670 | 90,927 | 270,618 | 62,455 | 17,608 | 14,482 | 28 | 1,608,730 | 30,809 |
| December | 6,576,300 | 134,200 | 80,635 | 313,082 | 70,775 | 20,864 | 16,647 | 64 | 1,752,650 | 30,326 |
| | | | | | | | | | | |
| Total..... | 52,509,300 | 1,314,250 | 1,181,201 | 3,102,421 | 976,022 | 167,206 | 206,464 | 890 | 19,318,686 | 341,613 |
| Railroad..... | 52,374,650 | 1,313,990 | 1,187,449 | 3,084,644 | 968,070 | 162,389 | 206,464 | ..... | 19,156,968 | 341,613 |
| River | 134,650 | 260 | 6,774 | 62,681 | 11,325 | 447 | ..... | 830 | 161,710 | ..... |
| Express and Driven..... | ..... | ..... | 16,978 | 5,096 | 1,627 | 4,370 | ..... | ..... | ..... | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| DATE—1912. | Oats, Bushels. | ONIONS. | | Pig Iron, Tons. | PORK PRODUCT. | |
|-----------------------|-------------------|-------------------|-------|--------------------|---------------|------------|
| | | Sks. and Bbls. | Oars. | | Meats, Lbs. | Lard, Lbs. |
| January | 2,385,800 | 21,880 | 85 | 38,770 | 6,063,600 | 1,271,200 |
| February | 2,068,700 | 24,450 | 62 | 34,180 | 7,687,300 | 1,360,400 |
| March | 1,507,900 | 25,070 | 27 | 36,480 | 8,194,000 | 3,231,000 |
| April | 1,980,850 | 45,680 | 220 | 31,275 | 8,022,800 | 3,788,400 |
| May | 1,655,800 | 147,680 | 237 | 35,351 | 11,470,600 | 3,766,900 |
| June | 1,766,100 | 81,986 | 242 | 34,339 | 10,550,400 | 3,049,200 |
| July | 1,515,630 | 14,670 | 50 | 25,680 | 11,631,000 | 3,603,000 |
| August | 2,979,800 | 20,055 | 10 | 25,775 | 12,691,400 | 3,223,100 |
| September | 2,424,100 | 15,681 | 26 | 27,919 | 11,438,700 | 3,307,500 |
| October | 2,412,300 | 12,700 | 47 | 33,735 | 11,418,500 | 2,713,100 |
| November | 2,123,300 | 16,380 | 8 | 30,080 | 9,780,100 | 1,384,400 |
| December | 1,854,700 | 18,210 | 7 | 32,480 | 8,674,480 | 1,414,100 |
| Express & Wagon | 400,000 | ..... | ..... | ..... | ..... | ..... |
| Total | 24,363,480 | 443,771 | 1,021 | 384,016 | 117,632,380 | 32,712,300 |
| Railroad | 23,960,350 | 443,131 | 1,021 | 384,016 | 117,300,180 | 32,702,900 |
| River | 8,180 | 640 | ..... | ..... | 333,200 | 9,400 |
| Wagon | 400,000 | ..... | ..... | ..... | ..... | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1913—Continued.

| DATE—1913. | POTATOES. | | Rye, Bushels. | Wheat, Bushels. | Wool, Lbs. | Zinc and Spelter Slabs. |
|-----------------|------------------|-------|------------------|--------------------|---------------|-------------------------------|
| | Sks and Bbls. | Cars. | | | | |
| January | 47,910 | 786 | 17,800 | 8,410,400 | 66,300 | 468,160 |
| February | 71,960 | 643 | 13,200 | 2,905,200 | 224,060 | 388,970 |
| March | 74,890 | 411 | 16,500 | 1,907,601 | 62,880 | 877,150 |
| April | 57,720 | 222 | 11,100 | 1,389,417 | 145,700 | 847,980 |
| May | 64,280 | 214 | 4,400 | 1,662,851 | 1,141,850 | 836,760 |
| June | 115,770 | 816 | 8,800 | 1,219,452 | 2,907,560 | 256,270 |
| July | 57,650 | 184 | 35,230 | 5,455,290 | 7,809,310 | 885,190 |
| August | 35,575 | 282 | 113,740 | 4,803,683 | 1,040,310 | 285,210 |
| September | 103,200 | 195 | 75,900 | 1,816,827 | 611,440 | 364,680 |
| October | 159,310 | 328 | 63,064 | 2,007,702 | 385,000 | 383,640 |
| November | 164,110 | 98 | 19,300 | 2,601,802 | 220,600 | 846,990 |
| December | 136,140 | 68 | 63,900 | 2,228,706 | 54,300 | 261,250 |
| ..... | ..... | ..... | ..... | 300,000 | ..... | ..... |
| Total | 1,088,455 | 4,182 | 432,724 | 31,258,471 | 14,671,660 | 4,151,260 |
| Railroad | 1,032,565 | 4,182 | 432,650 | 30,626,794 | 14,380,490 | 4,150,680 |
| River | 5,890 | ..... | 84 | 331,687 | 291,300 | 600 |
| ..... | ..... | ..... | ..... | 300,000 | ..... | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913.

| DATE—1913. | APPLES. | | Barley, Bush. | Fresh Beef, Lbs. | BRAN. | | BUTTER Pounds. (Not Oleo) | Coal, Tons. |
|-------------------|---------|---------|------------------|---------------------|-----------|----------------|---------------------------------|----------------|
| | Bbla. | Boxes. | | | Sacks. | Cars, bulk. | | |
| January | 8,790 | 19,010 | 13,450 | 31,801,600 | 366,680 | 373 | ..... | 232,886 |
| February | 11,910 | 56,010 | ..... | 28,628,400 | 860,420 | 384 | ..... | 177,800 |
| March | 23,515 | 56,660 | 8,800 | 27,579,400 | 453,790 | 486 | ..... | 198,635 |
| April | 17,750 | 49,680 | 2,680 | 17,131,400 | 491,070 | 331 | 244,700 | 192,655 |
| May | 6,410 | 55,070 | 3,740 | 21,800,000 | 572,420 | 443 | 678,670 | 166,190 |
| June | 5,960 | 30,790 | 1,250 | 25,636,700 | 504,180 | 492 | 784,020 | 168,390 |
| July | 12,890 | 16,890 | 4,890 | 28,837,000 | 563,570 | 380 | 642,140 | 198,145 |
| August | 12,940 | 15,020 | 8,160 | 26,102,800 | 412,265 | 373 | 560,560 | 205,475 |
| September | 83,400 | 18,280 | 17,460 | 28,756,000 | 377,310 | 260 | 469,200 | 241,025 |
| October | 65,310 | 68,080 | 22,600 | 25,113,700 | 418,870 | 314 | 606,680 | 296,970 |
| November | 37,190 | 64,700 | 12,430 | 24,273,900 | 362,760 | 289 | 942,340 | 300,380 |
| December | 80,670 | 20,790 | 5,160 | 21,731,100 | 354,180 | 260 | 1,031,860 | 247,980 |
| Total | 261,725 | 469,980 | 100,060 | 301,675,800 | 5,237,465 | 4,365 | 5,969,120 | 2,622,520 |
| By Railroad | 261,725 | 469,980 | 100,060 | 301,675,800 | 5,235,175 | 4,365 | 5,969,120 | 2,622,520 |
| " River ..... | ..... | ..... | ..... | ..... | 2,290 | ..... | ..... | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913—Continued.

| Date—1913. | Corn, Bushels. | Kaffir Corn and Milo Maize, Bushels. | Corn- meal, Bbls. | Cotton, Bales. | Eggs, Pkgs. | Flour, Bbls. | Hay, Tons. | Hides, Lbs. |
|-------------------|-------------------|---|-------------------------|-------------------|----------------|-----------------|---------------|----------------|
| January | 1,705,680 | ..... | 3,130 | 66,483 | 43,832 | 285,880 | 13,780 | 11,280,400 |
| February | 1,805,930 | ..... | 6,460 | 44,029 | 61,092 | 281,710 | 12,605 | 8,803,100 |
| March | 971,990 | ..... | 9,210 | 29,161 | 106,542 | 315,995 | 7,680 | 10,368,480 |
| April | 1,216,400 | 27,710 | 18,290 | 26,159 | 246,159 | 282,890 | 7,445 | 8,040,290 |
| May | 1,186,810 | 10,080 | 10,240 | 19,050 | 134,579 | 280,460 | 7,830 | 10,193,000 |
| June | 1,246,850 | 20,600 | 7,610 | 16,085 | 100,276 | 303,890 | 7,055 | 11,067,100 |
| July | 908,550 | 21,110 | 9,380 | 15,863 | 80,934 | 273,730 | 7,395 | 12,969,100 |
| August | 663,270 | 14,610 | 9,240 | 13,582 | 58,608 | 354,270 | 10,115 | 11,185,200 |
| September | 633,180 | 13,310 | 10,210 | 7,577 | 66,538 | 423,440 | 14,800 | 10,066,400 |
| October | 449,550 | 4,970 | 8,195 | 38,140 | 54,299 | 392,970 | 12,665 | 13,436,900 |
| November | 365,270 | 4,760 | 11,065 | 78,124 | 42,824 | 343,685 | 11,035 | 12,247,900 |
| December | 497,880 | 2,720 | 8,380 | 79,902 | 39,708 | 352,130 | 10,705 | 13,004,600 |
| Total | 11,593,860 | 119,810 | 111,430 | 485,105 | 1,034,499 | 3,890,980 | 123,560 | 123,092,470 |
| By Railroad | 11,593,860 | 119,810 | 110,010 | 485,105 | 1,034,489 | 3,879,945 | 123,045 | 123,069,770 |
| " River ..... | ..... | ..... | 1,420 | ..... | ..... | 10,935 | 515 | 2,700 |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913—Continued.

| DATE—1913. | Lead, Pigs. | LUMBER. | | LIVE STOCK—HEAD. | | | | MDS. & SUPPLIES. | |
|------------------|----------------|---------|-------------|------------------|---------|--------|-------------------------|------------------|---------|
| | | Cars. | M. Feet. | Cattle. | Hogs. | Sheep. | Horses and Mules. | Packages. | Cars. |
| January..... | 176,860 | 10,889 | ..... | 23,048 | 180,861 | 2,413 | 24,176 | 4,883,400 | 29,440 |
| February..... | 170,370 | 11,219 | ..... | 17,605 | 96,892 | 3,703 | 16,430 | 4,448,400 | 29,135 |
| March..... | 181,955 | 12,650 | 98 | 15,920 | 105,631 | 6,843 | 13,790 | 5,391,690 | 33,705 |
| April..... | 192,050 | 14,301 | 54 | 11,864 | 62,043 | 2,007 | 8,335 | 4,992,650 | 35,775 |
| May..... | 173,655 | 14,970 | 83 | 15,746 | 89,732 | 7,884 | 8,893 | 6,029,300 | 37,665 |
| June..... | 153,620 | 13,180 | 64 | 24,174 | 34,549 | 6,969 | 6,710 | 6,068,700 | 37,145 |
| July..... | 171,820 | 12,655 | 38 | 37,452 | 51,758 | 9,963 | 5,975 | 5,719,700 | 36,635 |
| August..... | 156,280 | 12,729 | 107 | 57,499 | 77,547 | 7,998 | 7,719 | 6,320,360 | 40,430 |
| September..... | 164,000 | 12,762 | 161 | 65,596 | 83,273 | 9,910 | 11,064 | 6,013,130 | 41,755 |
| October..... | 194,430 | 11,998 | 121 | 59,224 | 76,121 | 4,975 | 15,868 | 6,015,500 | 44,000 |
| November..... | 180,310 | 11,730 | 81 | 28,461 | 67,383 | 5,065 | 15,791 | 4,663,500 | 36,130 |
| December..... | 186,110 | 11,218 | 88 | 15,843 | 110,945 | 4,402 | 16,965 | 4,469,900 | 39,290 |
| Total..... | 2,100,530 | 149,751 | 895 | 381,432 | 954,330 | 71,832 | 151,466 | 64,566,220 | 441,245 |
| By Railroad..... | 2,100,335 | 149,751 | ..... | 380,895 | 954,330 | 71,782 | 149,726 | 63,723,920 | 441,245 |
| River..... | 195 | ..... | 895 | 547 | ..... | 40 | 1,730 | 833,300 | ..... |

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1913—Continued.

| DATE—1913. | Oats Bushels | ONIONS | | Pig Iron, Tons. | PORK PRODUCT. | | |
|-------------------|-----------------|---------|-------|-----------------------|---------------|-------------|------------|
| | | Pkgs. | Cars | | Hams, Lbs. | Meats, Lbs. | Lard, Lbs. |
| January | 2,107,890 | 41,840 | ..... | 13,575 | 973,500 | 19,041,900 | 7,444,600 |
| February | 1,875,150 | 39,735 | ..... | 11,045 | 1,272,100 | 19,848,800 | 8,181,800 |
| March | 1,233,005 | 27,440 | 10 | 15,690 | 1,226,110 | 26,156,100 | 6,460,310 |
| April..... | 1,153,410 | 80,070 | 16 | 19,650 | 1,041,600 | 32,088,900 | 6,291,700 |
| May | 1,127,740 | 259,850 | 4 | 16,540 | 1,153,100 | 34,301,200 | 7,591,300 |
| June | 832,010 | 165,570 | 12 | 16,050 | 1,904,400 | 31,438,500 | 9,143,900 |
| July | 847,385 | 58,230 | ..... | 17,135 | 1,307,300 | 32,324,800 | 8,279,200 |
| August | 1,553,335 | 38,420 | 10 | 16,870 | 1,499,700 | 31,719,900 | 6,757,900 |
| September..... | 1,602,710 | 31,900 | 18 | 15,535 | 1,678,100 | 36,493,700 | 6,966,100 |
| October..... | 1,570,290 | 35,980 | 23 | 17,890 | 1,278,000 | 34,635,400 | 8,031,400 |
| November..... | 1,349,190 | 26,380 | 20 | 14,750 | 1,711,300 | 23,106,300 | 6,492,300 |
| December | 1,372,080 | 30,380 | 19 | 16,460 | 932,000 | 23,517,000 | 6,984,500 |
| Total | 16,140,365 | 835,735 | 132 | 191,230 | 15,296,110 | 344,672,500 | 87,674,910 |
| By Railroad | 16,110,475 | 835,725 | 132 | 191,230 | 15,188,410 | 344,078,800 | 87,466,410 |
| " River | 29,890 | 70 | ..... | ..... | 112,700 | 594,200 | 208,500 |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1913—Concluded.

| DATE—1913. | POTATOES. | | Rye Bushels. | Wheat, Bushels. | Wool, Pounds. | Zinc and Spelter, Slabs. |
|-------------------|-----------|-----------|-----------------|--------------------|------------------|--------------------------------|
| | Pkgs. | Bushels. | | | | |
| January | 189,940 | 96,870 | 23,250 | 2,899,290 | 973,500 | 459,890 |
| February | 147,920 | 158,880 | 20,430 | 2,260,960 | 731,200 | 401,120 |
| March | 101,125 | 147,270 | 14,610 | 2,043,510 | 731,600 | 380,380 |
| April | 72,280 | 68,470 | 7,880 | 1,781,760 | 1,088,400 | 422,310 |
| May | 86,310 | 52,510 | 6,110 | 1,829,470 | 994,600 | 457,300 |
| June | 210,510 | 149,620 | 6,820 | 1,304,250 | 1,468,900 | 256,790 |
| July | 103,570 | 66,860 | 11,655 | 2,139,265 | 8,174,600 | 300,680 |
| August | 99,960 | 35,790 | 37,840 | 2,870,160 | 2,618,700 | 298,660 |
| September | 121,570 | 42,110 | 60,170 | 2,093,490 | 1,839,600 | 314,440 |
| October | 144,490 | 154,960 | 33,610 | 1,992,910 | 2,888,300 | 360,230 |
| November | 108,250 | 83,280 | 7,020 | 1,751,290 | 1,814,000 | 317,860 |
| December | 82,550 | 67,560 | 7,120 | 2,302,700 | 1,273,800 | 292,100 |
| Total | 1,418,385 | 1,122,660 | 296,515 | 25,148,065 | 18,647,200 | 4,257,760 |
| By Railroad | 1,406,370 | 1,122,660 | 296,515 | 25,148,065 | 18,647,200 | 4,257,760 |
| " River | 13,015 | ..... | ..... | ..... | ..... | ..... |

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGON AND STOCK DRIVEN IN 1913.

| By Railroad, River, Etc. | APPLS. | | BARLEY. Bushels. | BUTTER, Pounds. | FRESH BEEF, Pounds. | GRAN AND SHIPSTUFF. | |
|---|---------|---------|---------------------|--------------------|---------------------------|------------------------|-----------------|
| | Bbls. | Boxes. | | | | Sacks. | Oats in Bul. |
| Chicago & Alton R. R., Mo. Div. | 1,960 | 4,380 | 15,800 | 77,300 | 2,394,800 | 59,470 | 12 |
| Missouri Pacific Ry. | 24,970 | 43,165 | | 1,853,470 | 84,900 | 346,390 | 30 |
| St. L. & San Francisco R. R. | 26,760 | 630 | 3,550 | 2,473,870 | 25,137,170 | 68,240 | 62 |
| Wabash R. R. (West) | 39,130 | 118,410 | 57,000 | 133,520 | 21,161,500 | 4,060 | 315 |
| Chicago, Rock Island & Pacific Ry. | 1,200 | | 3,300 | 5,660,760 | 30,313,800 | 2,760 | 129 |
| Missouri, Kansas & Texas Ry. | 9,105 | 1,320 | 3,200 | | | | 3 |
| St. Louis Southwestern Ry. | | | | | | | |
| St. L., I. M. & S. Ry. | 1,160 | | | 113,110 | 267,600 | 1,980 | 1 |
| St. L., I. M. & S. Ry. (Ill. Div.) | 4,250 | | | 60,400 | 10,187,800 | 14,700 | 218 |
| Illinois Central R. R. | 4,670 | 200 | 52,800 | 265,820 | | | |
| Louisville, Henderson & St. Louis R. R. | | | | | | | |
| Mobile & Ohio R. R. | 1,125 | 10 | 470 | 19,230 | 1,980 | 300 | 2 |
| Southern Ry. | 8,230 | | | 400 | | 119,440 | |
| Baltimore & Ohio Southwestern R. R. | 7,230 | 80 | | 700 | 100 | 1,000 | |
| Chicago & Alton R. R. | 8,840 | 10 | 529,000 | 120,930 | 1,595,700 | 308,780 | 70 |
| Cleveland, Cin., Chi. & St. Louis Ry. | | | | | 1,200 | 5,140 | 1 |
| Vandalia R. R. | 13,640 | | | 12,680 | | 5,140 | |
| Wabash R. R. (East) | 12,480 | 660 | 98,050 | 8,370,980 | 270,600 | 5,140 | |
| Toledo, St. Louis & Western R. R. | 3,450 | | 4,800 | | | 197,860 | 15 |
| Chicago, Peoria & St. Louis Ry. | 6,160 | | 589,600 | | 54,500 | | |
| Chicago, Burl. & Quincy Ry. (East) | 37,540 | | 19,200 | 669,120 | 34,300 | 20 | |
| Chicago, Burl. & Quincy Ry. (West) | 18,360 | 46,125 | 877,800 | 1,342,550 | 26,300 | 400 | 13 |
| Chicago & Eastern Illinois R. R. | | | | | | | |
| St. Louis, Troy & Eastern Ry. | | | | | | | |
| Illinois Traction System. | 5 | 10 | | 3,870 | | | |
| Litchfield & Madison R. | | | | | 1,200 | | |
| Upper Mississippi River | 87,735 | 80 | | 19,070 | | | |
| Lower Mississippi River | 5,455 | 125 | 394 | 99,010 | | 330 | |
| Illinois River | 33,610 | 110 | | 4,250 | | | |
| Missouri River | | | | | | | |
| Ohio, Cumberland & Tennessee Rivers, | 170 | | | 50 | | | |
| Express | | | | 2,396,755 | | | |
| TOTAL | 352,215 | 215,315 | 2,254,964 | 24,696,085 | 91,705,870 | 1,134,990 | 872 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1918—Continued.

| BY RAILROAD, RIVER, ETC. | COAL, Tons. | CORN, Bushels. | KAFIR CORN, Milo Maize, Bushels. | COTTON. | |
|---|----------------|-------------------|--|-----------------|-------------------|
| | | | | Bales Local. | Bales Through. |
| Chicago & Alton R. R., Mo. Div. | 80 | 165,600 | 18,000 | | 13 |
| Missouri Pacific Ry. | 53,715 | 590,400 | 57,600 | 103 | 4,669 |
| St. L. & San Francisco R. R. | | 25,200 | 69,400 | 22,829 | 34,398 |
| Wabash R. R. (West) | 930 | 3,031,200 | 157,000 | 706 | 2,835 |
| Chicago, Rock Island & Pacific Ry. | 6,400 | 117,600 | 86,500 | 5,277 | 2,347 |
| Missouri, Kansas & Texas Ry. | 1,965 | 132,000 | 207,300 | 3,777 | 21,761 |
| St. Louis Southwestern Ry. | 116,770 | 15,600 | | 14,252 | 71,761 |
| St. L., I. M. & S. Ry. | 240,555 | 2,600 | | 5,152 | 2,000 |
| St. L., I. M. & S. Ry. (Ill. Div.) | 1,017,325 | 1,838,900 | | 14,737 | 273,578 |
| Illinois Central R. R. | 1,016,626 | | | 1,243 | 1,299 |
| Louisville, Henderson & St. Louis R. R. | 330,705 | | | | |
| Louisville & Nashville R. R. | 152,195 | | | | |
| Mobile & Ohio R. R. | 624,132 | | | | |
| Southern Ry. | 441,010 | 2,400 | | | |
| Chicago & Ohio Southwestern R. R. | 9,015 | | | | |
| Chicago & Alton R. R. | 61,405 | 1,200 | | 231 | 262 |
| Chicago & North Western R. R. | 675,855 | 320,400 | | 4,279 | 55,639 |
| Chicago & St. Louis Ry. | 563,735 | 2,520,000 | 1,200 | 96 | 300 |
| Chicago & St. Louis Ry. (East) | 33,445 | | | | |
| Wabash R. R. (East) | 392,400 | | | | |
| Toledo, St. Louis & Western R. R. | 4,254,000 | | | | |
| Chicago, Peoria & St. Louis Ry. | 4,60,800 | | | | |
| Chicago, Burlington & Quincy Ry. (East) | 4,990 | | | | |
| Chicago, Burlington & Quincy Ry. (West) | 42,860 | 1,228,800 | | | |
| Chicago & Eastern Illinois R. R. | 3,760 | 1,372,800 | | | |
| St. Louis, Troy & Eastern Ry. | 782,380 | 4,848,000 | 190,000 | 105 | |
| Illinois Traction System | 37,470 | 106,800 | 33,500 | | |
| Litchfield & Madison R. R. | 27,085 | 682,800 | | | |
| Upper Mississippi River | 364,050 | 32,270 | | 122 | |
| Lower Mississippi River | 1,560 | 18,410 | | 1,708 | |
| Illinois River | | 6,765 | | 1,190 | |
| Missouri River | | 3,100 | | | |
| Ohio, Cumberland & Tennessee Rivers, Wagon | | 400,000 | | 1,064 | |
| Total | 5,000,005 | 22,189,045 | 821,700 | 75,953 | 480,214 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1913--Continued.

| By Railroad, River, Etc. | Coor. Tons. | Eggs. | | Flax Seed, Bushels, Bulk. | Flour, Barrels. | Hay. | | Hides, Pounds. |
|---|----------------|---------------------|-----------------------|------------------------------------|--------------------|-----------------|-------------------|-------------------|
| | | Packages, Local. | Packages, Through. | | | Local, Tons. | Through, Tons. | |
| Chicago & Alton R. R., Mo. Div. | | 5,049 | 2,635 | | 175,175 | 7,185 | 8,395 | 7,100,400 |
| Missouri Pacific Ry. | | 28,447 | 133,173 | | 569,590 | 20,020 | 4,535 | 1,835,900 |
| St. L. & San Francisco R. R. | | 92,695 | 420,655 | 4,070 | 117,435 | 2,200 | 3,810 | 5,404,200 |
| Wabash R. R. (West) | 50 | 17,109 | 31,982 | 15,000 | 231,820 | 16,120 | 12,575 | 9,554,900 |
| Chicago, Rock Island & Pacific Ry. | | 16,501 | 1,516 | | 466,615 | 1,845 | 320 | 132,580 |
| Missouri, Kansas & Texas Ry. | | 29,746 | 117,721 | 6,230 | 33,225 | 6,680 | 355 | 10,549,100 |
| St. Louis Southern Ry. | | 20 | 133 | | 6,400 | 2,030 | 1,335 | 1,073,700 |
| St. L. M. & S. Ry. | 80 | 7,008 | 3,270 | | 15,430 | 225 | 35 | 1,696,700 |
| St. L. M. & S. Ry. (Ill. Div.) | 365 | 1,469 | 1,265 | 570 | 23,090 | 445 | 70 | 4,807,600 |
| Illinois Central R. R. | 1,645 | 3,787 | 1,150 | | | 5,265 | 265 | 475,800 |
| Louisville, Henderson & St. Louis R. R. | 8,660 | | | | | | | |
| Louisville & Nashville R. R. | 33,532 | 4,736 | 337 | | 3,080 | 45 | | 33,400 |
| Mobile & Ohio R. R. | | 121 | 903 | | 1,120 | 95 | 20 | 265,600 |
| Southern Ry. | 39,855 | | | | 36,270 | 125 | 225 | |
| Baltimore & Ohio Southwestern R. R. | 17,775 | 2,406 | | | 24,280 | 2,690 | 70 | 548,400 |
| Chicago & Ohio R. R. | 1,370 | | | | 496,385 | 6,440 | 3,705 | 1,856,000 |
| Cleveland, Cin., Chi. & St. Louis Ry. | | 196 | | | | 6,340 | 30 | |
| Vandalia R. R. | 70,726 | 153 | 7,558 | | 113,470 | 4,590 | 2,350 | 6,005,800 |
| Wabash R. R. (East) | 16,369 | 25 | | | 118,320 | 15,940 | 3,275 | |
| Toledo, St. Louis & Western R. R. | 25 | | | | 13,330 | 4,235 | 4,710 | |
| Chicago, Peoria & St. Louis Ry. | | | | 30 | 103,455 | 4,020 | 355 | 101,500 |
| Chicago, Burl. & Quincy Ry. (East) | | 36,415 | 10,000 | | 345,580 | 6,365 | 10,065 | 1,608,900 |
| Chicago, Burl. & Quincy Ry. (West) | | 13,816 | 6 | | 217,705 | 73,045 | 4,770 | 210,070 |
| Chicago & Eastern Illinois R. R. | 315 | 531 | | | 129,970 | 1,205 | 1,715 | 100 |
| St. Louis, Troy & Eastern Ry. | 30 | 6 | | | 26,690 | 50 | | 15,000 |
| Illinois Traction System | | 791 | | | | 195 | | |
| Litchfield & Madison R. R. | | | | | 180 | 25 | | 16,450 |
| Upper Mississippi River | | 6,371 | | | 400 | 30 | | 111,400 |
| Lower Mississippi River | | 9,417 | | | | | | 5,400 |
| Illinois River | | 1,070 | | | | | | |
| Missouri River | | | | | 10 | 10 | | 1,400 |
| Ohio, Cumberland & Tennessee Rivers, | | 47 | | | | | | |
| Express | | 370,199 | | | | | | |
| Total | 190,857 | 666,661 | 731,304 | 25,900 | 3,266,375 | 187,540 | 62,985 | 52,509,300 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1913—Continued.

| By RAILROAD, River, Etc. | LEAD. Pigs. | LIVE STOCK. | | | | LUMBER. | |
|---|------------------|------------------|------------------|-----------------|----------------------------|----------------|------------|
| | | Cattle, Head. | Hogs, Head. | Sheep, Head. | Horses and Mules, Head. | Cars. | M Feet |
| Chicago & Alton R. R., Mo. Div..... | 600 | 34,946 | 132,754 | 48,582 | 6,413 | 462 | |
| Missouri Pacific Ry..... | 98,110 | 120,021 | 283,377 | 165,730 | 29,012 | 2,995 | |
| St. L. & San Francisco R. R..... | 204,700 | 148,499 | 353,771 | 117,467 | 9,804 | 30,724 | |
| Wabash R. R. (West)..... | 61,380 | 78,050 | 501,503 | 169,810 | 27,962 | 1,165 | |
| Chicago, Rock Island & Pacific Ry..... | | 44,814 | 113,573 | 23,243 | 5,110 | 1,144 | |
| Missouri, Kansas & Texas Ry..... | | 137,528 | 94,839 | 39,308 | 5,556 | 3,105 | |
| St. Louis Southwestern Ry..... | 190 | 18,489 | 36,978 | 1,751 | 31 | 23,532 | 3 |
| St. L., I. M. & S. Ry..... | 503,050 | 145,957 | 104,752 | 27,156 | 2,553 | 20,411 | 18 |
| St. L., I. M. & S. Ry. (Ill. Div.)..... | 55,060 | 111,442 | 61 | 32,228 | | 65,104 | |
| Illinois Central R. R..... | | 111,645 | 122,879 | 32,446 | 2,910 | 10,795 | |
| Louisville, Henderson & St. Louis R. R..... | | 44,352 | 66,135 | 69,924 | 5,382 | 54 | |
| Louisville & Nashville R. R..... | | 99,652 | 54,843 | 16,236 | 893 | 1,448 | |
| Southern Ry..... | | 8,033 | 19,861 | 14,597 | 610 | 39,514 | |
| Baltimore & Ohio Southwestern R. R..... | | 11,630 | 18,345 | 17,377 | 1,483 | 1,246 | |
| Chicago & Alton R. R..... | 19,920 | 29,183 | 195,346 | 22,574 | 4,014 | 850 | |
| Cleveland, Cin., Chi. & St. Louis Ry..... | | 7,677 | 20,661 | 6,478 | 2,612 | | |
| Vandalia R. R..... | 257,170 | 15,383 | 24,828 | 7,206 | 2,874 | 216 | |
| Wabash R. R. (East)..... | 610 | 6,735 | 50,736 | 3,160 | 3,789 | 729 | |
| Toledo, St. Louis & Western R. R..... | | 4,292 | 11,967 | 8,013 | 1,700 | 184 | |
| Chicago, Peoria & St. Louis Ry..... | 61,360 | 11,881 | 51,857 | 8,007 | 1,324 | 470 | |
| Chicago, Burl. & Quincy Ry. (East)..... | 36,320 | 83,554 | 601,117 | 158,326 | 46,845 | 2,681 | |
| Chicago, Burl. & Quincy Ry. (West)..... | 12,990 | 4,021 | 174,054 | 8,353 | 1,066 | 580 | |
| Chicago & Eastern Illinois R. R..... | 3,530 | 359 | 180 | 8,396 | 644 | 765 | |
| St. Louis, Troy & Eastern Ry..... | | 101 | | | | 10 | |
| Illinois Traction System..... | | | | | 1 | 4 | |
| Litchfield & Madison R. R..... | | 1,387 | 15,338 | 2,415 | 212 | | |
| Upper Mississippi River..... | | 3,724 | 19,025 | 5,382 | 136 | | 501 |
| Lower Mississippi River..... | | 1,085 | 23,686 | 3,351 | 92 | | 13 |
| Missouri River..... | 260 | | 4,090 | 177 | 7 | | 295 |
| Ohio, Cumberland & Tennessee Rivers, Driven..... | | 568 | | 1,627 | 4,370 | | |
| | | 16,978 | 5,096 | | | | |
| Total..... | 1,314,250 | 1,181,201 | 3,102,421 | 976,122 | 107,206 | 208,464 | 830 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1918—Continued.

| By RAILROAD, RIVER, ETC. | MERCHANDISE AND SUNDRIES. | | OATS. Bushels. | ONIONS. | | Pig Iron. Tons. | PORK PRODUCT. | |
|---|------------------------------|---------|-------------------|----------------------|-------|-----------------------|----------------|---------------|
| | Packages. | Cars. | | Sacks and Crates. | Cars. | | Lbs. Meats. | Lbs. Lard. |
| Chicago & Alton R. R., Mo. Div. | 730,430 | 3,176 | 39,100 | | 2 | 70 | 11,304,400 | 3,442,400 |
| Missouri Pacific Ry. | 225,260 | 33,089 | 180,200 | | | 2,400 | 19,031,300 | 4,481,200 |
| St. L. & San Francisco R. R. | 811,600 | 37,978 | 110,500 | 90,490 | 49 | 82,840 | 112,200 | |
| Wabash R. R. (West) | 445,630 | 5,301 | 4,562,800 | | 41 | | 7,546,500 | 2,286,100 |
| Chicago, Rock Island & Pacific Ry. | 223,710 | 2,434 | 222,700 | | | 20 | 55,200 | |
| Missouri, Kansas & Texas Ry. | 1,345,390 | 4,259 | 76,500 | 183,260 | 1 | 55 | 658,200 | 162,600 |
| St. Louis Southwestern Ry. | 1,500 | 2,991 | 5,100 | | | | | |
| St. L., I. M. & S. Ry. | 1,053,980 | 16,181 | 59,500 | 270 | 680 | 3,690 | | |
| St. L., I. M. & S. Ry. (Ill. Div.) | 20,240 | 6,910 | 3,400 | | | 1 | 15,111,000 | 472,900 |
| Illinois Central R. R. | 607,650 | 26,619 | 812,600 | 16,750 | 3 | 40,325 | 1,947,100 | 100 |
| Louisville, Henderson & St. Louis R.R. | 1,261,480 | 2,750 | | | | 540 | | |
| Louisville & Nashville R. R. | 1,490,620 | 9,883 | 1,600 | | | 93,360 | | 1,000 |
| Mobile & Ohio R. R. | 252,778 | 14,596 | | | | 37,629 | 56,000 | |
| Southern Ry. | 1,048,360 | 11,969 | | 350 | 1 | 30,540 | | |
| Baltimore & Ohio Southwestern R. R. | 1,989,420 | 8,690 | 170,000 | 4,310 | 6 | 6,885 | | |
| Chicago & Alton R. R. | 895,520 | 17,572 | 2,373,200 | 5,430 | 3 | 9,965 | 6,908,600 | 353,300 |
| Cleveland, Cin., Chi. & St. Louis Ry. | 901,530 | 16,342 | | 82,530 | 6 | 48,787 | | |
| Vandalia R. R. | 978,210 | 40,569 | 297,500 | 82,320 | 52 | 9,130 | 946,080 | 103,200 |
| Wabash R. R. (East) | 1,995,490 | 29,096 | 3,690,700 | 27,030 | 82 | 7,130 | 12,651,400 | 16,147,600 |
| Toledo, St. Louis & Western R. R. | 607,720 | 24,810 | 2,208,300 | 4,760 | 26 | 18 | 155,600 | |
| Chicago, Peoria & St. Louis Ry. | 392,890 | 14,187 | 1,601,400 | 3,770 | 17 | 6,630 | | |
| Chicago, Burl. & Quincy Ry. (East) | 261,000 | 1,344 | | | | 1,690 | 33,056,500 | 5,117,200 |
| Chicago, Burl. & Quincy Ry. (West) | 765,880 | 3,740 | 6,980,300 | 23,351 | 14 | 1,135 | 4,048,600 | 78,000 |
| Chicago & Eastern Illinois R. R. | 806,710 | 3,973 | 68,650 | | | | 3,108,500 | 56,900 |
| St. Louis, Troy & Eastern Ry. | 56,740 | 2,847 | | | 28 | 50 | | |
| Illinois Traction System | 58,140 | 276 | 425,000 | | | | | |
| Litchfield & Madison R. R. | 58,100 | 41 | | 50 | | | 278,600 | 4,700 |
| Upper Mississippi River | 66,440 | | 250 | 590 | | | 5,100 | 1,700 |
| Lower Mississippi River | 22,460 | | 280 | | | | 47,000 | 2,600 |
| Illinois River | | | 2,600 | | | | | |
| Missouri River | | | | | | | 1,500 | 400 |
| Ohio, Cumberland & Tennessee Rivers, Wagon | 20,840 | | 400,000 | | | | | |
| TOTAL | 19,318,698 | 341,613 | 24,363,480 | 443,771 | 1,021 | 384,016 | 117,632,380 | 32,712,300 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1913—Concluded.

| By RAILROAD, River, Etc. | POTATOES. | | RYE. Bushels. | WHEAT. Bushels. | WOOL. Pounds. | ZINC AND SPALTER SLABS. |
|---|-----------------------|--------------|------------------|--------------------|-------------------|-------------------------------|
| | Sacks and Barrels. | Cars. | | | | |
| Chicago & Alton R. R., Mo. Div. | 20,655 | 5 | 3,300 | 1,105,857 | 242,450 | 890 |
| Missouri Pacific Ry. | 2,380 | 10 | 6,600 | 5,646,963 | 1,647,840 | 932,600 |
| St. L. & San Francisco R. R. | 57,380 | 65 | 1,200 | 844,800 | 808,300 | 1,241,100 |
| Wabash R. R. (West) | 1,600 | 657 | 50,700 | 5,946,000 | 8,123,000 | |
| Chicago, Rock Island & Pacific Ry. | 1,860 | | | 1,525,200 | 19,600 | 3,320 |
| Missouri, Kansas & Texas Ry. | 62,600 | 10 | 5,500 | 1,963,200 | 708,540 | 1,714,140 |
| St. Louis Southwestern Ry. | 310 | 1 | | | 366,700 | |
| St. L., I. M. & S. Ry. | 400 | 774 | 11,000 | 156,000 | 14,900 | 180,720 |
| St. L., I. M. & S. Ry. (Ill. Div.) | | 16 | | 159,600 | | |
| Illinois Central R. R. | 49,670 | 35 | 6,600 | 296,985 | | |
| Louisville, Henderson & St. Louis R. R. | 10,320 | 2 | | 2,400 | | |
| Louisville & Nashville R. R. | 53,325 | 36 | | 49,200 | 19,450 | |
| Mobile & Ohio R. R. | | | | 19,200 | | |
| Southern Ry. | | 17 | | 26,400 | | |
| Baltimore & Ohio Southwestern R. R. | 4,055 | 15 | 70,310 | 80,400 | 109,800 | 2,450 |
| Chicago & Alton R. R. | 128,020 | 64 | | 668,709 | 85,760 | |
| Cleveland, Cin., Chi. & St. Louis Ry. | 61,600 | | | | | |
| Vandalia R. R. | 137,360 | 97 | 30,900 | 28,800 | 20,770 | |
| Wabash R. R. (East) | 340 | 1,152 | | 640,800 | | |
| Tulaco, St. Louis & Western R. R. | 35,380 | 3 | 36,840 | 56,000 | 21,690 | |
| Chicago, Peoria & St. Louis Ry. | 77,380 | 61 | 32,300 | 1,571,600 | 7,500 | |
| Chicago, Burl. & Quincy Ry. (East) | 317,340 | 1,206 | 175,300 | 8,894,800 | 115,200 | |
| Chicago & East Illinois R. R. | 66,050 | 56 | 1,100 | 2,097,920 | 32,930 | |
| St. Louis, Troy & Eastern Ry. | | | | 153,870 | | |
| Illinois Traction System | | | | 156,000 | | 50 |
| Litchfield & Madison R. R. | | | | 249,600 | 13,200 | |
| Upper Mississippi River | 20 | | 54 | 126,428 | 83,600 | |
| Lower Mississippi River | 5,840 | | 30 | 73,453 | 172,200 | 600 |
| Illinois River | | | | 41,820 | 31,200 | |
| Missouri River | | | | 89,869 | | |
| Ohio, Cumberland & Tennessee Rivers. | | | | 89,869 | | |
| Wagon | | | | 117 | 4,200 | |
| | | | | 300,000 | | |
| TOTAL | 1,088,455 | 4,182 | 432,734 | 31,268,471 | 14,671,660 | 4,151,260 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1913.

| BY RAILROAD. | APPLES. | | Barley, Bushels. | Beef, Fresh, Pounds. | BRAN. | | Butter, Pounds. (Not Oleo.) | Coal, Tons. |
|--|----------------|----------------|---------------------|----------------------------|------------------|----------------|-----------------------------------|------------------|
| | Barrels. | Boxes. | | | Sacks. | Cars, Bulk. | | |
| Chicago & Alton R. R., Mo. Div. | 160 | 6,435 | | 116,600 | 3,680 | | 2,690 | 285,915 |
| Missouri Pacific R. R. | 9,790 | 2,300 | | 1,250,200 | 12,540 | | 181,560 | 507,990 |
| Wabash R. R. (West) | 18,490 | 9,570 | | | 6,090 | 28 | | 118,710 |
| Chicago, Rock Island & Pacific R. R. | 5,440 | 13,830 | 27,760 | 162,800 | | | | 488,090 |
| St. L. & San Francisco R. R. | 7,430 | 13,830 | | 414,100 | 82,925 | | | 119,535 |
| Missouri, Kansas & Texas R. R. | 1,720 | 3,360 | | 126,800 | 550 | | | 82,850 |
| St. Louis Southern Ry. | 3,730 | 3,360 | 40 | 27,500 | | | | 141,455 |
| St. L. & S. R. R. (Ill. Div.) | 21,100 | 19,740 | 8,230 | 97,000 | 157,120 | 12 | 430 | 82,450 |
| Illinois Central R. R. & St. Louis Ry. | 2,280 | 140,236 | 2,900 | 257,800 | 3,080 | 975 | | 141,455 |
| Louisville, Henderson & St. Louis Ry. | 79,630 | 830 | 19,840 | 40,105,400 | 1,156,120 | 308 | 2,096,130 | 162,865 |
| Louisville & Nashville R. R. | 1,440 | 13,440 | 3,300 | 5,620,600 | 123,160 | 4 | 9,100 | 30,470 |
| Mobile & Ohio R. R. | 9,610 | 37,840 | 1,000 | 10,000,400 | 1,156,955 | 44 | 285,290 | 3,220 |
| Southern Railway | 8,310 | 12,750 | 930 | 8,627,300 | 706,840 | 236 | 263,580 | 27,940 |
| Baltimore & Ohio Southwestern R. R. | 6,250 | 4,760 | 29,010 | 6,194,700 | 1,016,360 | 61 | 85,520 | 40,200 |
| Chicago & Alton R. R. | 490 | 2,540 | | 14,232,900 | 71,850 | | 90,000 | 3,765 |
| Chicago, Cincinnati, Chicago & St. Louis R. R. | 810 | 2,540 | 5,290 | 37,526,500 | 51,500 | 5 | 65,400 | 62,780 |
| Chicago, Cincinnati & Eastern Illinois R. R. | 37,640 | 78,925 | 960 | 72,346,500 | 167,500 | 2,538 | 222,600 | 9,350 |
| Vandalia R. R. (East) | 9,610 | 11,710 | | 307,500 | 26,630 | 13 | 45,200 | 17,135 |
| Wabash R. R. (East) | 8,320 | 23,500 | 800 | 53,959,500 | 117,140 | 1 | 26,770 | 3,665 |
| Toledo, St. Louis & Western R. R. | 14,305 | 80,225 | | 29,431,500 | 327,435 | 103 | 2,417,610 | 187,870 |
| Chicago, Peoria & St. Louis R. R. | | 630 | | 20,712,400 | 1,420 | 31 | 41,200 | 6,355 |
| Illinois Traction System | | | | | 35,910 | 5 | | 1,330 |
| Litchfield & Madison R. R. | 640 | 1,335 | | 136,500 | 35,370 | | 100 | |
| Chicago, Burlington & Quincy (East) | 12,730 | 4,450 | | 20,300 | | 1 | 28,700 | 30 |
| Chicago, Burlington & Quincy (West) | 1,800 | 1,220 | | | | | 97,240 | 291,670 |
| Total by Rail | 261,725 | 469,980 | 100,060 | 301,675,800 | 5,225,175 | 4,365 | 5,959,120 | 2,622,520 |
| BY RIVER. | | | | | | | | |
| Upper Mississippi River | | | | | | | | |
| Lower Mississippi River | | | | | 710 | | | |
| Illinois River | | | | | 30 | | | |
| Ohio, Cumberland and Tennessee Rivers | | | | | 720 | | | |
| | | | | | 830 | | | |
| Total by Rail and River | 261,725 | 469,980 | 100,060 | 301,675,800 | 5,227,465 | 4,365 | 5,959,120 | 2,622,520 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1918—Continued.

| BY RAILROAD. | Corn. Bushels. | Kear Corn. Milo Maize, Bushels. | Corn Meal, Barrels. | Cotton, Bales. | Eggs, Pkgs. | Flax Seed, Bush. Bulk. | Flour, Barrels. | Hay, Tons. |
|--|-------------------|---------------------------------------|---------------------------|-------------------|----------------|---------------------------------|--------------------|---------------|
| Chicago & Alton R. R., Mo. Div. | 4,150 | | | | 56 | | 5,270 | 30 |
| Missouri Pacific R. R. | 68,510 | | 6,705 | 238 | 6,051 | | 22,635 | 5,810 |
| Wabash R. R. (West) | 43,170 | | 21,005 | 2,518 | 325 | | 64,775 | 3,570 |
| Chicago, Rock Island & Pacific R. R. | 22,790 | 930 | 1,100 | 839 | 41,311 | | 30,945 | 375 |
| St. L. & San Francisco R. R. | 1,122,350 | | 1,190 | 651 | 61,025 | | 79,410 | 4,685 |
| Missouri, Kansas & Texas R. R. | 72,170 | | | | | | 380 | 180 |
| St. Louis Southwestern Ry. | 66,650 | | | | 200 | | 34,555 | 316 |
| St. L. I. M. & S. R. R. | 1,145,900 | 710 | 36,930 | | 17,671 | | 221,270 | 9,860 |
| St. L. I. M. & S. R. R. (Ill. Div.) | 301,810 | | 1,570 | 19,924 | 135,600 | | 44,550 | 3,355 |
| Illinois Central R. R. | 2,170,100 | 27,360 | 3,410 | 4,959 | 135,044 | | 676,025 | 32,985 |
| Louisville, Henderson & St. Louis Ry. | 319,280 | 1,070 | 20 | 8,133 | 1,200 | | 44,140 | 1,905 |
| Louisville & Nashville R. R. | 1,448,450 | 1,400 | 7,510 | 164 | 20,295 | | 168,695 | 12,960 |
| Mobile & Ohio R. R. | 2,182,910 | | 10,270 | | 27,918 | | 712,345 | 13,855 |
| Southern Railway | 1,152,455 | 7,120 | 1,200 | 58,289 | 3,488 | | 233,850 | 6,920 |
| Baltimore & Ohio Southwestern R. R. | 503,240 | | | 8,760 | 21,640 | | 342,815 | 3,640 |
| Chicago & Alton R. R. | 49,970 | 24,660 | 580 | 37,345 | 15,987 | | 169,770 | 7,510 |
| Cleveland, Cin., Chicago & St. Louis R. R. | 161,840 | 3,370 | | 41,099 | 118,478 | | 191,390 | 1,805 |
| Chicago & Eastern Illinois R. R. | 6,550 | 9,440 | 8,010 | 49,637 | 150,875 | | 104,130 | 1,950 |
| Wabash R. R. (East) | 77,550 | 3,440 | 560 | 21,236 | 77,901 | | 246,445 | 5,815 |
| Wabash R. R. (West) | 125,890 | 35,510 | 9,750 | 27,193 | 313,763 | | 252,095 | 4,585 |
| Chicago, St. Louis & Western R. R. | 52,995 | 3,530 | | 18,733 | 16,586 | | 6,840 | 330 |
| Chicago, Peoria & St. Louis R. R. | 35,975 | 1,970 | 900 | 18,157 | 432 | | 1,430 | 30 |
| Illinois Traction System | | | | | | | 600 | |
| Chicago, Burlington & Quincy R. | | | | 2 | 3,603 | | 10 | |
| Chicago, Burlington & Quincy (East) | 860 | | | 18 | 53 | | 20 | |
| Chicago, Burlington & Quincy (West) | | | | | | | | |
| Total by Rail..... | 11,593,360 | 119,810 | 110,010 | 435,105 | 1,034,489 | | 3,879,945 | 123,045 |
| BY RIVER. | | | | | | | | |
| Upper Mississippi River..... | | | | | | | 625 | 70 |
| Lower Mississippi River..... | | | 50 | | | | 3,045 | 265 |
| Illinois River..... | | | 825 | | | | 315 | 40 |
| Ohio, Cumberland and Tennessee Rivers..... | | | 520 | | | | 6,980 | 140 |
| Total by Rail and River..... | 11,593,360 | 119,810 | 111,430 | 435,105 | 1,034,489 | | 3,890,930 | 123,560 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1918—Continued.

| BY RAILROAD. | Hides, Pounds. | Lead, Pigs. | Lumber, Cords. | LIVE STOCK—HEAD. | | | | Moss. and Sundries. | |
|--|-------------------|----------------|-------------------|------------------|---------|--------|--------------------|---------------------|---------|
| | | | | Oattle. | Hogs. | Sheep. | Horses & Mules. | Packages. | Cars. |
| Chicago & Alton R. R., Mo. Div. | 47,800 | 40,430 | 521 | 6,220 | 968 | 1,102 | 243 | 692,280 | 4,420 |
| Missouri Pacific R. R. | | | 2,139 | 5,027 | 776 | 1,162 | 452 | 5,868,530 | 49,875 |
| Wabash R. R. (West) | | | 4,732 | 12,956 | 4,501 | 5,231 | 1,596 | 14,328,770 | 29,155 |
| Chicago, Rock Island & Pacific R. R. | 151,800 | 4,650 | 1,729 | 5,174 | 431 | 4,225 | 1,476 | 4,979,810 | 26,350 |
| St. L. & San Francisco R. R. | 340,500 | 4,640 | 2,335 | 8,770 | 693 | 754 | 4,994 | 4,979,810 | 57,640 |
| Missouri, Kansas & Texas R. R. | | | 552 | 5,714 | 571 | 409 | 908 | 3,435,280 | 13,795 |
| St. Louis Southwestern Ry. | | | 147 | 205 | 3 | 120 | 664 | 55,490 | 18,965 |
| St. L. I. M. & S. R. R. | 180,000 | | 258 | 5,069 | 435 | 597 | 7,603 | 2,323,300 | 12,285 |
| St. L. I. M. & S. R. R. (Ill. Div.) | 118,000 | | 1,962 | 11,312 | | 665 | 8,791 | 3,550 | 14,280 |
| Illinois Central R. R. | 2,859,600 | 47,600 | 7,957 | 11,281 | 1,843 | | | 8,275,860 | 35,795 |
| Louisville, Henderson & St. Louis Ry. | 3,332,000 | 3,080 | 80 | 2,194 | 2,032 | 8,005 | 53,164 | 104,810 | 2,630 |
| Louisville & Nashville R. R. | 1,101,700 | 3,390 | 216 | 2,290 | 2,231 | 4,065 | 13,003 | 447,860 | 4,720 |
| Mobile & Ohio R. R. | 22,400 | | 89 | 23,320 | 208,602 | 11,736 | 3,710 | 7,025,830 | 20,010 |
| Southern Railway | 22,260,600 | 3,810 | 3,040 | 5,352 | 99,046 | 4,432 | 6,706 | 1,851,480 | 8,470 |
| Baltimore & Ohio Southwestern R. R. | 27,549,700 | 104,520 | 27,323 | 36,734 | 99,046 | 4,432 | 6,706 | 815,950 | 10,845 |
| Chicago & Alton R. R. | 11,712,190 | 535,600 | 22,014 | 97,230 | 388,364 | 8,254 | 24,702 | 2,267,850 | 11,050 |
| Cleveland, Cin., Chicago & St. Louis R. R. | 14,829,900 | 689,910 | 19,538 | 97,230 | 388,364 | 8,254 | 24,702 | 3,978,620 | 20,245 |
| Chicago & Eastern Illinois R. R. | 15,590,300 | 372,850 | 4,582 | 25,103 | 13,758 | 8,119 | 2,292 | 3,978,620 | 20,245 |
| Chicago & North Western R. R. | 15,574,360 | 331,950 | 23,773 | 25,103 | 13,758 | 8,119 | 2,292 | 3,978,620 | 20,245 |
| Vandalia R. R. (East) | 29,074,360 | 308,150 | 23,773 | 25,103 | 13,758 | 8,119 | 2,292 | 3,978,620 | 20,245 |
| Wabash R. R. (East) | 29,074,360 | 308,150 | 23,773 | 25,103 | 13,758 | 8,119 | 2,292 | 3,978,620 | 20,245 |
| Chicago, St. Louis & Western R. R. | 29,074,360 | 308,150 | 23,773 | 25,103 | 13,758 | 8,119 | 2,292 | 3,978,620 | 20,245 |
| Chicago, Peoria & St. Louis R. R. | 29,074,360 | 308,150 | 23,773 | 25,103 | 13,758 | 8,119 | 2,292 | 3,978,620 | 20,245 |
| Chicago, Rock Island & Pacific R. R. | 1,166,600 | 38,540 | 8,358 | 6,737 | 52,291 | 1,320 | 208 | 231,100 | 10,380 |
| Chicago, Burlington & Quincy (West) | | | 185 | | | | | 586,970 | 3,435 |
| Chicago, Burlington & Quincy (East) | | | 135 | | | | | 614,990 | 4,085 |
| Chicago, Burlington & Quincy (West) | 208,100 | 15,760 | 13,179 | 21,609 | 7,024 | 3,352 | 1,347 | 3,203,170 | 25,245 |
| Chicago, Burlington & Quincy (East) | | | 5,277 | 958 | 3,317 | 85 | 35 | | |
| Total by Rail | 132,089,770 | 2,100,335 | 149,751 | 380,885 | 954,330 | 71,782 | 149,726 | 63,722,920 | 441,245 |
| BY RIVER. | | | | | | | | | |
| Upper Mississippi River | | | M.ft. 514 | 186 | | 40 | 228 | 174,000 | |
| Lower Mississippi River | | | " 57 | 138 | | | 1,033 | 499,900 | |
| Illinois River | 2,700 | 150 | " 324 | 223 | | | 136 | 61,200 | |
| Ohio, Cumberland and Tennessee Rivers | | 45 | | | | | 333 | 98,200 | |
| Total by Rail and River | 132,092,470 | 2,100,530 | 150,046 | 381,432 | 954,330 | 71,822 | 151,456 | 64,556,220 | 441,245 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1913--Continued.

| BY RAILROAD. | Oats, Bushels. | ONIONS. | | Pig Iron, Tons. | PORK PRODUCT. | | |
|---|-------------------|-----------|-------|--------------------|------------------|-------------------|------------------|
| | | Packages. | Cars. | | Hams, Pounds. | Meats, Pounds. | Lard, Pounds. |
| Chicago & Alton R. R., Mo. Div. | 10,800 | 680 | | 365 | 190,800 | 1,807,600 | 249,400 |
| Missouri Pacific R. R. | 289,670 | 7,470 | 22 | 22,985 | 929,200 | 814,800 | 1,033,900 |
| Wabash R. R. (West) | 2,700 | 64,715 | 2 | 26,485 | 630,700 | 2,085,700 | |
| Chicago, Rock Island & Pacific R. R. | 13,760 | 13,930 | | 32,130 | | 3,352,800 | 1,300 |
| St. L. San Francisco R. R. | 1,957,070 | 30,600 | 5 | 350 | 214,310 | 9,467,200 | 396,300 |
| Missouri, Kansas & Texas R. R. | 29,670 | 2,550 | | | 32,200 | 466,300 | |
| St. Louis Southwestern R. | 106,470 | 11,910 | 14 | | 76,900 | 3,700,500 | 47,100 |
| St. L. I. M. & S. R. R. | 1,057,355 | 2,690 | | 740 | 30,000 | 3,668,200 | 27,600 |
| St. L. I. M. & S. R. R. (Ill. Div.) | 5,308,920 | 7,600 | 31 | 4,595 | 407,000 | 6,548,900 | 324,000 |
| Illinois Central R. R. | 2,500,410 | 120,430 | 8 | | 3,612,100 | 54,967,400 | 24,175,100 |
| Louisville, Henderson & St. Louis Ry. | 1,594,680 | 11,910 | | | 237,400 | 9,583,500 | 3,632,350 |
| Louisville & Nashville R. R. | 3,586,460 | 13,110 | 6 | 290 | 569,500 | 19,767,100 | 7,957,760 |
| Mobile & Ohio R. R. | 793,410 | 2,620 | | | 2,035,400 | 67,435,000 | 25,759,500 |
| Southern Railway | 367,125 | 7,570 | 22 | | 861,300 | 22,592,700 | 4,709,000 |
| Baltimore & Ohio Southwestern R. R. | 19,350 | 78,280 | 1 | 455 | 36,000 | 11,305,100 | 387,500 |
| Chicago & Alton R. R. | 37,590 | 21,720 | 2 | 2,990 | 680,700 | 21,872,600 | 8,142,500 |
| Cleve., Cin., Chicago & St. Louis R. R. | 6,510 | 141,640 | 4 | 8,695 | 739,300 | 1,264,800 | 697,700 |
| Chicago & Eastern Illinois R. R. | 146,840 | 29,135 | 11 | 3,265 | 30,000 | 10,068,800 | 1,262,500 |
| Vandalia R. R. (East) | 58,950 | 207,780 | 2 | 2,570 | 2,529,600 | 15,269,600 | 4,742,600 |
| Wabash R. R. (East) | 67,520 | 13,080 | | 4,575 | 1,460,300 | 3,690,200 | 3,255,100 |
| Toledo, St. Louis & Western R. R. | 9,230 | 2,750 | | 3,410 | 22,700 | 57,315,000 | 400 |
| Chicago, Peoria & St. Louis R. R. | 4,800 | | | | 158,000 | 189,300 | 1,300 |
| Illinois Traction System | | 5,460 | | 4,700 | | | 135,800 |
| Litchfield & Madison R. R. | | 6,100 | 1 | 37,200 | | 14,135,000 | 537,500 |
| Chicago, Burlington & Quincy (East) | | | | 7,175 | | 2,710,200 | |
| Chicago, Burlington & Quincy (West) | | | | | | | |
| Total by Rail | 16,110,475 | 835,725 | 132 | 191,220 | 15,183,410 | 344,078,300 | 87,466,410 |
| BY RIVER. | | | | | | | |
| Upper Mississippi River | 1,970 | | | | 17,800 | 7,800 | 12,400 |
| Lower Mississippi River | 19,750 | 70 | | | 87,000 | 467,800 | 179,200 |
| Illinois River | 1,220 | | | | 7,400 | 8,000 | 4,300 |
| Ohio, Cumberland and Tennessee Rivers | 6,950 | | | | | 110,600 | 12,600 |
| Total by Rail and River | 16,140,365 | 835,795 | 132 | 191,220 | 15,296,110 | 344,672,500 | 87,674,910 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1913—Concluded.

| BY RAILROAD. | POTATOES. | | Rye, Bushels. | Wheat, Bushels. | Wool, Pounds. | Zinc and Spelter, Slabs. |
|---|-----------|-----------|------------------|--------------------|------------------|--------------------------------|
| | Pkgs. | Bush. | | | | |
| Chicago & Alton R. R., Mo. Div. | 2,970 | 500 | | 3,880 | | 4,440 |
| Missouri Pacific R. R. | 6,090 | 141,530 | | 29,920 | 25,000 | 750 |
| Wabash R. R. (West) | 181,190 | 5,460 | 2,460 | 84,240 | | |
| Chicago, Rock Island & Pacific R. R. | 18,220 | 35,000 | | | | 44,380 |
| St. L. & San Francisco R. R. | 195,445 | 63,580 | | | | 49,720 |
| Missouri, Kansas & Texas R. R. | 8,490 | 2,430 | | 295,130 | 40,200 | |
| St. Louis Southwestern Ry. | 127,330 | 13,570 | 14,410 | 34,900 | | 500 |
| St. L. I. M. & S. R. R. | 136,520 | 35,580 | 36,380 | 1,965,370 | | |
| St. L. I. M. & S. R. R. (Ill. Div.) | 1,250 | 248,980 | 45,900 | 12,860 | | |
| Illinois Central R. R. | 237,690 | 46,970 | 45,740 | 1,965,370 | | |
| Louisville, Henderson & St. Louis Ry. | 2,680 | 1,920 | 42,530 | 5,312,800 | 39,200 | 4,230 |
| Louisville & Nashville R. R. | 39,510 | 11,440 | 28,020 | 2,818,690 | 369,400 | 33,710 |
| Mobile & Ohio R. R. | 6,760 | 191,030 | | 1,673,250 | | 1,730 |
| Southern Railway | 8,620 | 1,170 | 25,840 | 3,949,220 | 2,560,200 | 65,720 |
| Baltimore & Ohio Southwestern R. R. | 51,210 | | | 2,157,520 | | 234,760 |
| Chicago & Alton R. R. | 30,950 | 8,500 | 1,020 | 1,437,515 | 282,500 | 754,120 |
| Cleve., Cin., Chicago & St. Louis R. R. | 8,650 | 8,590 | | 1,147,295 | 121,400 | 723,380 |
| Chicago & Eastern Illinois R. R. | 80,840 | 122,090 | | 1,437,295 | 30,400 | 808,480 |
| Vandalia R. R. | 143,895 | 23,830 | 17,960 | 995,370 | 20,800 | 800,180 |
| Wabash R. R. (East) | 4,780 | 21,640 | | 892,845 | 15,068,100 | 241,100 |
| Toledo, S. L. & Western R. R. | 3,770 | 1,900 | | 1,531,870 | 19,800 | 1,592,050 |
| Chicago, Peoria & St. Louis R. R. | 3,770 | | | 65,030 | | 4,540 |
| Illinois Traction System | 500 | | | | | |
| Chicago, Madison R. | 30,280 | 500 | | | 500 | |
| Chicago, Burlington & Quincy (East) | 1,550 | 126,590 | | | 32,600 | |
| Chicago, Burlington & Quincy (West) | 1,405,370 | 31,000 | | | | |
| Total by Rail..... | 1,405,370 | 1,122,650 | 286,515 | 25,148,065 | 18,647,200 | 4,257,760 |
| BY RIVER. | | | | | | |
| Upper Mississippi River | 3,540 | | | | | |
| Lower Mississippi River | 7,020 | | | | | |
| Illinois River | 2,325 | | | | | |
| Ohio, Cumberland and Tennessee Rivers. | 130 | | | | | |
| Total by Rail and River..... | 1,418,385 | 1,122,650 | 286,515 | 25,148,065 | 18,647,200 | 4,257,760 |

IN MEMORIAM.

Members of the Merchants' Exchange who Died during 1913.

| | |
|------------------------------|-----------------|
| ACHENBACH, FRED., | June 6th. |
| BAKER, JOHN F., | September 17th. |
| BRENDECKE, H. C., | January 2nd. |
| BUSCH, ADOLPHUS, | October 10th. |
| CORDES, D., | April 2nd. |
| DAVIS, THOS. W., | October 19th. |
| DIVERS, WM., | November 16th. |
| ENGLE, L. F., | March 23rd. |
| FEINER, FRANK, | August 23rd. |
| FOELL, CHRISTIAN, | October 8th. |
| FREEBORN, C. S., | August 25th. |
| FRESCH, GEO. JR., | June 22nd. |
| GATES, CHAS. G., | October 28th. |
| HAGERMAN, JAMES, | November 15th. |
| HUMES, FRED. W., | May 15th. |
| HÜTTIG, C. H., | July 12th. |
| LARIMORE, N. G., | November 19th. |
| LUCAS, JAS. R., | August 22nd. |
| LYLE, HUGH R., | April 29th. |
| MULLALLY, JOHN, | January 1st. |
| MCKEEN, M. M., | July 16th. |
| NUEHOFF, HECTOR, | June 3rd. |
| RUTHERFORD, F. S., | September 5th. |
| VALIER, CHAS., | November 16th. |
| WARREN, JOHN A., | March 29th. |
| WHITMORE, D. R., | March 8th. |

MEMBERS

—OF THE—

Merchants' Exchange of St. Louis.

JANUARY 14th, 1914.

HONORARY MEMBERS.

MICHAEL McENNIS,
JESSE H. HOLMES,
FRANK GAIENTTIE,

ALEX. H. SMITH,
JOHN B. GANDOLFO,
E. S. WALTON.

NUMBER OF MEMBERS, 1,173.

| Name. | Firm. | Business. | Location. |
|----------------------------|-----------------------------|-------------------|-----------------------------|
| Abraham, W. D. | W. D. Abraham & Co. | Hay and Grain | East St. Louis, Ill. |
| Achenbach, Fred | | Deceased | |
| Adam, Harry A. | Reed-Adam Co. | Feed, etc. | 341 Pierce Bldg. |
| Adams, C. M. | | | 4427 Morgan st. |
| Adams, Geo. A. | | Board of Trade, | Kansas City, Mo. |
| Adkins, James | United Railways Co. | Treasurer | 3800 Park ave. |
| Aff, J. George, Jr. | F. W. Clemens Feed Co. | | 3357 Gravius ave. |
| Akin, Thomas | | Commission | 507 Bank of Com. Bldg. |
| Albers, Clifford H. | C. H. Albers | Com. Co. | 626 Pierce Bldg. |
| Albrecht, Victor | Eberle-Albrecht Flour Co. | | 218 S. Main st. |
| Albrecht, H. S. | Schoellhorn-Albrecht | Machine Company | 416 N. Main st. |
| Albrecht, J. F. | | Grain Broker | 409 Cham. of Com. |
| Albrecht, Julius J. | Eberle-Albrecht Flour Co. | | 218 S. Main st. |
| Alcorn, J. W. | McLain-Alcorn Com. Co. | | 701 N. Third st. |
| Alexander, F. J. | Rosedale Feed Co. | | 943 Hodiament ave. |
| Allen, Geo. L. | Fulton Iron Works, | | 904 LaSalle Bldg. |
| Allen, Henry H. | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Allen, James H. | Allen-West Com. Co. | | 104 S. Main st. |
| Allen, J. Oran | Morton & Co. | Commission | 510 Cham. of Com. |
| Allison, James W. | American French Belgian Co. | | 411 Olive st. |
| Althelmer, Benj. | Althelmer & Rawlings, | Bonds and Stocks | 207 N. Broadway |
| Ames, Henry | | Farmer | 907 Security Bldg. |
| Anderson, J. L., Jr. | The Corno Mill Co. | | 1020 Liggett Bldg. |
| Anderson, W. B. | Nanson Com. Co. | | 202 Chamber of Commerce |
| Anderson, John | | Farmer | Rhineland, Mo. |
| Anderson, Lorenzo E. | | Bonds and Stocks | 710 Locust st. |
| Anderson, Wm. P. | W. P. Anderson & Co. | Grain | 829 S. Sherman st., Chicago |
| Anderson, W. T. | Boone County Mfg. Co. | Milling and Grain | Columbia, Mo. |
| Andrews, Edward C. | Kehl Flour Mills Co. | | 400 Chamber of Commerce |
| Andrews, Edw. Charles, Jr. | Kehl Flour Mills Co. | | 400 Cham. of Com. |
| Annan, Roger P. | Annan, Burg & Co. | Commission | 119 Cham. of Com. |
| Annan, Roger P., Jr. | Annan, Burg & Co. | Commission | 119 Cham. of Com. |
| Anspacher, Harry B. | J. B. Dick & Co. | Commission | 502 Cham. of Com. |
| Arbuckle, James | Arbuckle Export Assn., | President | 314 N. 4th st. |

| Name. | Firm. | Business. | Location. |
|------------------------|--|-----------------------------------|-----------------------------------|
| Archer, W. B. | R. E. Funsten D. F. & N. Co. | | 1521 Morgan st. |
| Armstrong, H. L. | L. H. & St. L. R. R. | | 312 N. Eighth st. |
| Arthur, J. T. | W. L. Green Com. Co. | Commission | 206 Cham. of Com. |
| Atkinson, W. M. | Washburn-Crosby Mfg. Co. | Floyd and H sta., Louisville, Ky. | |
| Atwood, R. P. | R. P. Atwood & Co. | | 1064 Pierce Bldg. |
| Aufferheide, A. G. | F. W. Aufferheide | Commission Co. | 22 S. Commercial st. |
| Aufferheide, Walter. | F. W. Aufferheide | Commission Co. | 22 S. Commercial st. |
| Aulepp, W. C., Jr. | Republic Milling Co. | Feed. | 1620 Pierce Bldg. |
| Aydellott, J. C. | Smith-Hippen Co. | Com'n. | 100 St. Mary st., Pekin, Ill. |
| Aylsworth, Geo. A. | Aylsworth-Neal-Tomlin Gr. Co. | Board of Trade, | Kansas City, Mo. |
| Babcock, Orville E. | Babcock Rushton & Co. Brokers. | | The Rookery, Chicago |
| Backer, George H. | St. Louis Rail & Equipment Co. | | 3rd Nat'l Bank Bldg. |
| Bacon, Cary H. | Sherry-Bacon Grain Co. | | 213 Cham. of Com. |
| Bagnell, Wm. | The Bagnell Timber Co. | | 426 Title Guaranty Trust Bldg. |
| Bailey, Harry G. | Elmore-Schultz Gr. Co. | | 433 Pierce Bldg. |
| Bailey, M. C. | Elmore-Schultz Gr. Co. | | 433 Pierce Bldg. |
| Bain, Walter | Burlington Grain Elevator Co. | | Foot of E. Grand ave. |
| Baird, W. J. | | | St. Charles, Mo. |
| Baker, Allen | Allen Baker & Co. | Brokers. | 1067 Pierce Bldg. |
| Baker, E. | Baker, Paton & Co. | Cotton. | 25 S. Third st. |
| Ballard, Chas. T. | Ballard & Ballard Co. | Millers and Grain, | |
| | | 918 E. Broadway, Louisville, Ky. | |
| Ballard, J. O. | Ballard, Messmore Grain Co., Commission. | | 620 Cham. of Com. |
| Baltz, Fred L. | Millstadt Milling Co. | | Millstadt, Ill. |
| Barclay, Shephard. | Barclay, Orthwein & Wallace, | | |
| | Attorneys. | | 214 N. Sixth st. |
| Bargery, Edw. D. | Elmore-Schultz Grain Co., Commission. | | 433 Pierce Bldg. |
| Barnard, Geo. D. | Geo. D. Barnard & Co., Mfg. Stationers, | | |
| | Laclede and Vandeventer aves. | | |
| Barnes, Seth S. | | Grain. | Marston, Mo. |
| Barnhart, Wm. R. | Barnhart Mer. Co., Fancy Groceries. | | 200 S. Commercial st. |
| Barnidge, Aug. J. | Chas. E. Prunty, | | 9 S. Main st. |
| Barr, Henry C. | The Princeton Milling Co. | | Princeton, Ind. |
| Barrell, Finley | Finley Barrell & Co., | Stocks and Grain Com., | |
| | | 203 S. LaSalle st., Chicago | |
| Barret, Arthur B. | | | 923 Wainwright Bldg. |
| Barrett, John F. | | | 59 Board of Trade Bldg., Chicago. |
| Barron, Chas. B. | Barron & Wilson, | Grain Samplers. | 120 Cham. of Com. |
| Barstow, Chas. W. | | | 657 Pierce Bldg. |
| Bartholomew, W. O. | | Traffic Manager. | 920 Pierce Bldg. |
| Bascom, Jos. D. | Broderick & Bascom | Rope Co. | 809 N. Main st. |
| Batchelor, Prentiss J. | | | 2011 James st. |
| Batdorf, W. L. | W. L. Batdorf & Co. | Flour and Feed. | Belleville, Ill. |
| Baur, Andrew | Baur Flour Co. | Secy | 807 N. Second st. |
| Baxter, Logan M. | Langenberg Bro. & Co. | | 518 Chamber of Commerce. |
| Beals, M. S. | Illinois Central R. R. | Com'l Agent. | 707 Olive st. |
| Beardsley, C. F. | Picker & Beardsley | Commission Co. | 118 N. Main st. |
| Beauvais, E. A. | Brosseau & Co. | Com. | 67 Board of Trade, Chicago. |
| Beck, J. W. | H. W. Beck & Sons F. & Seed Co. | | 5701 Manchester ave. |
| Beck, Henry W. | H. W. Beck & Sons, | Feed and Seed Store. | 20th and Pine. |
| Beck, Harry G. | H. W. Beck & Sons Feed & Seed Co. | | 2001 Pine st. |
| Beck, Louis L. | Tennessee Central R. R. | Com'l Agent. | 1027 Pierce Bldg. |
| Becker, Bontie A. | Payne & Becker, | Brokers. | 100 Chemical Bldg. |
| Becker, Edward C. | | | 100 Chemical Bldg. |
| Becker, Conrad. | C. Becker, | Miller. | Red Bud, Ill. |
| Beckmann, Adolph G. | | Commission | 906 N. Third st. |
| Beckmann, Harry F. | T. W. Carter & Co. | Com. | 315 Pierce Bldg. |
| Beckmann, W. E. | Bakers' and Confectioners' Supplies. | | 10 N. Second. |
| Beggs, Edwin. | Elmore-Schulz Grain Co. | | 433 Pierce Bldg. |

| Name. | Firm. | Business. | Location. |
|--------------------------|---|----------------------------|---|
| Bell, James S..... | St. Anthony Elev. Co. | | Minneapolis, Minn. |
| Belz, J. H..... | J. H. Belz Provision Co., | Pork Dealers.. | Broadway and Miami |
| Belz, J. Herman..... | J. H. Belz Prov. Co., | Provisions..... | 3601 S. Broadway |
| Bemis, Judson S..... | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Bemis, Stephen A..... | Bemis Bros. Bag Co., | | 601 S. Fourth st. |
| Bendick, John H..... | | Grocer..... | 6939 Scanlan ave. |
| Bennett, James E..... | James E. Bennett & Co., | Com..... | 405 Postal Bldg., Chicago. |
| Bennett, Joseph H..... | | | Sullivan, Mo. |
| Benton, C. G..... | Benton Grain Co. | 206 Bd. of Tr., | Kansas City, Mo. |
| Berger, J. Paul..... | J. H. Teasdale Com. Co. | | 103 Cham. of Com. |
| Bergmann, Edward C..... | C. C. Bergmann Feed Co. | | 2713 Chouteau ave. |
| Bergmann, Robt. J..... | C. Bergmann Feed Co. | | 2713 Chouteau ave. |
| Bergmann, Wm. C..... | C. C. Bergmann Feed Co. | | 2713 Chouteau ave. |
| Bernet, A. C..... | Bernet, Craft & Kauffman Milling Co. | | 1036 Pierce Bldg. |
| Bernet, A. E..... | Bernet, Craft & Kauffman Milling Co. | | 1036 Pierce Bldg. |
| Bernet, Christian..... | Bernet, Craft & Kauffman Milling Co. | | 1036 Pierce Bldg. |
| Berry, Harry J..... | Natl Elev. Co. | Market and Penn st., | Indianapolis, Ind. |
| Biedenstein, Henry..... | | | 1208 S. Broadway |
| Bieger, Adolph..... | Bremen Bank, | Vice-President..... | 3600 N. Broadway |
| Bieser, Fred..... | | Sour Kraut..... | 8110 N. 2nd st. |
| Bischoff, Frank H..... | F. H. Bischoff, | Feed..... | 202 S. Theresa ave. |
| Bischoff, Gustav..... | Independent Packing | Co., Prest..... | 3855 Chouteau ave. |
| Bischoff, Gustav Jr..... | Independent | Packing Co..... | 3855 Chouteau avs. |
| Bittner, Jacob..... | | Real Estate..... | 1300 Olive st. |
| Blanke, Albert G..... | | Real Estate..... | 803 Chestnut st. |
| Blanke, Detlef J..... | | Insurance Agent..... | Granite Bldg. |
| Blaufuss, Wm..... | | | 3700 Utah place |
| Block, David, Jr..... | | | 5741 McPherson Ave. |
| Block, Wm. A..... | | | 610 Liggett Bldg. |
| Blossom, H. M..... | H. M. Blossom & Co., | Insurance..... | 1426 Pierce Bldg. |
| Boisselier, R. W..... | Certified Public Accountant. | | 1986 Railway Exchange |
| Bollin, A..... | A. Bollin & Co., | Insurance..... | 3332 Minnesota ave. |
| Bolz, Paul T..... | Bolz-McBride Cooperage Co. | | 1006 New Bank of Commerce Bldg. |
| Bonsack, F. C..... | | Architect..... | 1754 Pierce Bldg. |
| Boogher, John Hogan..... | Boogher & White, | Attorney..... | 1000 New Bk. Com. Bldg. |
| Boechert, Roman..... | | | 3711 Cass ave. |
| Bosler, Sebastian..... | | | |
| Boudreau, H. L..... | Ballard, Messmore Grain Co. | | 520 Cham. of Com. |
| Bourne, C., Jr..... | Lackawanna R. R., | Commercial Agent..... | 482 Pierce Bldg. |
| Bowman, Lyman R..... | Scott Co. Milling Co. | | Sikeston, Mo. |
| Bowman, Theo. G..... | | | 1414 St. Andrews Pl., Los Angeles, Calif. |
| Brady, Hugh J..... | Brady & Co., | City Weigher..... | 218 North Market st. |
| Bray, Wm..... | Wm. Bray & Co., | Commission..... | 226 Market st. |
| Brecht, G. A. V..... | The Brecht Co., | | Twelfth and Cass ave. |
| Bredenkamp, F. W..... | F. W. Bredenkamp & Son, Grain, | | 225 N. Seventh st., East St. Louis, Ill. |
| Breed, L. C..... | | | |
| Brendecke, Edwin T..... | Chouteau Ave. Crystal Ice & Cold Storage Plant, | | 2000 Chouteau ave. |
| Brinkmeyer, E. H..... | Brinkmeyer-Meyer Hay and Grain Co. | | 1111 N. Broadway. |
| Brinson, H. L..... | | | |
| Brockman, Arthur..... | Arthur Brockman Com. Co. | | 514 Cham. of Com. |
| Brockman, H. H..... | | Physician and Surgeon..... | Eldon, Mo. |
| Brockmeier, Edwin..... | Brockmeier & Co., | Grain and Flour..... | 523 N. Second st. |
| Brockmeier, F. C..... | Engelke & Feiner | Milling Co..... | 816 S. Broadway. |
| Brockmeier, Hy. C..... | Brockmeier & Co., | Flour and Grain..... | 523 N. Second st. |
| Brockmeier, J. C..... | Brockmeier & Co., | Commission..... | 523 N. Second st. |
| Broderick, John J..... | Broderick-Bascom | Rope Co..... | 809 N. Main st. |
| Broeder, Geo. H..... | Hy. Broeder & Sons, | Commission..... | 216 Morgan st. |
| Bronson, E. P..... | H. C. Cole Milling Co., | | Chester, Ill. |
| Brooking, Wm. T..... | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Brown, E. A..... | E. A. Brown & Co., | Grain..... | Luverne, Minn. |
| Brown, Frank W..... | C. P. & St. L. R. R. | General Agent..... | 511 Chestnut st. |
| Brown, Russell S..... | | Grain..... | Brighton, Ill. |

| Name. | Firm. | Business. | Location. |
|------------------------|-----------------------------|---------------------|---------------------------|
| Brown, Josiah..... | | Flour and Sugar. | 501 Granite Bldg. |
| Brown, Paul..... | Paul Brown & Co., | Brokers. | Pierce Bldg. |
| Bruenemann, Ernst..... | Real Estate | and Insurance. | 3753 S. Jefferson av. |
| Bryan, Jno. W..... | Fuller, Wooldridge Com. Co. | | 304 Cham. of Com. |
| Bryant, Tligman A..... | C. H. Albers Com. Co., | Commission. | 626 Pierce Bldg. |
| Bryden, Alex. A..... | | | |
| Buchman, Thos..... | Buchman Feed Co. | | 1189 N. Seventh st. |
| Buck, W. T..... | Grain, etc. | | Vletta, Kas. |
| Buehler, Henry..... | Atlas Leather Co. | | Caseyville, Ill. |
| Bullitt, C. M..... | Bullitt & Co. | | Henderson Ky. |
| Burdeau, Jas. P..... | Geo. D. Capen & Co., | Insurance. | 1406 Pierce Bldg. |
| Burg, Henry..... | Annan, Burg & Co., | Flour Commission. | 119 Cham. of Com. |
| Burke, W. H..... | Grand Trunk Ry., | Commercial Agent. | 306 LaCade Bldg. |
| Burke, Wm..... | Burke Grain Co. | Corby-Forsee Bldg.. | St. Joseph, Mo. |
| Burlingame, I. L..... | Terminal E. R. Assn., | Gen'l Mgr. | Union Station. |
| Burr, Chas. P..... | Chas. P. Burr & Co., | Commission. | 324 Rialto Building. |
| Burruss, D. N..... | | | 412 Security Bldg. |
| Busch, Adolphus..... | | Deceased. | |
| Busch, Aug. A..... | Anheuser-Busch B. Assn., | V. P. | Ninth and Pestalozzi sta. |
| Bushfield, J. A..... | J. A. Bushfield & Co. | | Pierce Bldg. |
| Bushnell, D. I..... | D. I. Bushnell & Co., | Grain and Seeds. | 106 N. Second st. |
| Bycroft, Henry F..... | H. F. Bycroft & Son, | Millers. | Gillespie, Ill. |
| Byrne, Frank T..... | Ferre Marquette R. R. | | 726 Pierce Bldg. |

| | | | |
|---------------------------|-------------------------------|-------------------|-------------------------------|
| Caesar, Louis..... | | | 310 N. Sixth st. |
| Caffrey, Frank B..... | | | 1121 N. Compton av. |
| Cahill, James G..... | Bond and Stock Broker, | | Third Nat'l Bank Bldg. |
| Campbell, James R..... | Campbell Milling Co. | | McLeansboro, Ill. |
| Canby, Caleb H..... | C. H. Canby & Co., | Gr. Brokers. | 8 Bd. of T., Chicago. |
| Canty, D. J..... | Wooley Electric Co. | | 111 Cham. of Com. |
| Capen, Sam. D..... | Geo. D. Capen & Co., | Insurance. | 1406 Pierce Bldg. |
| Capen, Geo. H..... | Geo. D. Capen & Co., | Insurance. | 1406 Pierce Bldg. |
| Carkener, George S..... | Goffe & Carkener, | Grain. | 101 Bd. Tr., Kansas City, Mo. |
| Carleton, Murray..... | Carleton Dry Goods Co. | | 12th and Washington ave. |
| Carr, Alfred C..... | Carr Bros., | Insurance. | 204 N. Third st. |
| Carr, Charles Y..... | Carr Bros., | Fire Insurance. | 204 N. Third st. |
| Carr, Peyton T..... | Kehler Flour Mills Co., | President. | 401 Cham. of Com. |
| Carruthers, W. W..... | Eureka Mills Co. | | 711 S. Theresa ave. |
| Carry, Edward F..... | American Car & Foundry Co. | | 918 Olive st. |
| Carter, C. L..... | T. W. Carter & Co., | Broker. | 314 Pierce Bldg. |
| Carter, G. E..... | Randolph Milling Co. | | Baldwin, Ill. |
| Carter, L. Ray..... | T. W. Carter & Co., | Broker. | 314 Pierce Bldg. |
| Carter, Thos. A..... | | | 315 Pierce Bldg. |
| Carter, T. W..... | T. W. Carter & Co., | Com'n. | 314 Pierce Bldg. |
| Carter, Thos. W., Jr..... | T. W. Carter & Co., | Broker. | 314 Pierce Bldg. |
| Case, E. S..... | C. H. Albers Com. Co., | Commission. | 626 Pierce Bldg. |
| Cash, Leslie A..... | Illinois Grain & Elevator Co. | | Main and Madison sta. |
| Cash, O. W..... | Russell-Miller Milling Co., | Millers. | 902 Pierce Bldg. |
| Catlin, E. F..... | | | 406 Cham. of Com. |
| Chamberlain, F. B..... | F. B. Chamberlain Co. | | 118 Vine st. |
| Chamberlain, Will F..... | W. F. Chamberlain Feed Co. | | 318 N. Commercial st. |
| Chamberlain, Will T..... | F. B. Chamberlain & Co., | Feed and Cereals. | 118 Vine st. |
| Chambers, Jas. H..... | Dios Chemical Co., | Chemists. | 2940 Locust st. |
| Chandler, Reuben G..... | Hulburd, Warren & Chandler. | | 180 S. LaSalle st., Chicago. |
| Chandler, Whately L..... | The General Accident Ass'n | | 411 Olive st. |
| Charters, Herbert A..... | | | |
| Child, Chas. J..... | A. J. Child & Son | Mercantile Co. | 511 N. Main st. |
| Chittenden, Warde B..... | Robt. B. Brown | Oil Co. | 2745 Papin st. |
| Christian, Wilbur B..... | Eureka Elevator Co. | | 711 S. Theresa ave. |

| Names. | Firm. | Business. | Location. |
|-----------------------|---------------------------------|---------------------|--|
| Christopher, Benj. C. | B. C. Christopher & Co., | Grain, | \$18 Board of Trade, Kansas City, Mo. |
| Clark, Angus A. | St. Louis Grain Clearing Co. | | 812 Cham. of Com. |
| Clark, Chas. C. | The Valley Milling Co. | | 422 DeSoto ave. |
| Clark, J. A. | Clark Bros., Feed | St. Clair and Belt, | East St. Louis, Ill. |
| Claus, F. C. | Westcott-Claus | Commission Co. | 827 N. Third st. |
| Cleary, T. F. | Cleary Investment Co. | | 508 Cham. of Com. |
| Clemens, F. W. | F. W. Clemens Feed Co., | Feed | 3357 Gravois ave. |
| Cleveland, Henry D. | | | 5015 Cates ave. |
| Clifton, Daniel W. | Nanson Com. Co. | | 202 Cham of Com. |
| Cline, Frederick A. | | Attorney | 907 Security Bldg. |
| Clinton, George W. | United States Fidelity & | Guaranty Co. | Pierce Bldg. |
| Cochrane, Manning W. | | | |
| Cockrell, Elias | | Grain | Jerseyville, Ill. |
| Coerver, Killian | Schoening-Koenigsmark Mfg. Co. | | Prairie du Rocher, Ill. |
| Cohn, J. W. | National Feed Co., | Manager | 420 Cham. of Com. |
| Cohn, Sam | Empire Hay & Grain, | | 812 S. Third st. |
| Cole, Amedee B. | Jno. Jackson Inv't. Co., | President | 411 Olive st. |
| Cole, Charles B. | H. C. Cole Milling Co., | Miller | Chester, Ill. |
| Cole, Geo. W. | Geo. W. Cole & Co., | Grain | Bushnell, Ill. |
| Cole, H. C. | H. C. Cole Milling Co., | | Chester, Ill. |
| Collins, H. B. | Whitaker & Co., | Brokers | 300 N. Fourth st. |
| Collins, John P. | John P. Collins U. Co., | Morticians | 517 Walnut st. |
| Connor, James A. | Connor Bros. & Co., | Commission | 505 Cham. of Com. |
| Connor, M. J. | Connor Bros. & Co., | Commission | 505 Cham. of Com. |
| Connor, P. P. | Connor Bros. & Co., | Commission | 505 Cham. of Com. |
| Connor, Wm. M. | Connor Bros. & Co., | Commission | 505 Cham. of Com. |
| Connor, Wm. P. | Connor Bros. & Co., | Commission | 505 Cham. of Com. |
| Connors, Denis M. | | Deceased | |
| Conover, E. B. | | Grain | Virginia, Ills. |
| Conrades, Edwin H. | St. Louis, Troy & Eastern R. R. | | 814 N. Fourth st. |
| Conzelman, Theophilus | Crunden-Martin | Woodenware Co. | 2nd and Gratiot sts. |
| Cook, Douglas G. | American Wine Co., | | 3015 Cass ave. |
| Cooksey, L. A. | Pendleton Grain Co. | | 1252 Pierce Bldg. |
| Cooper, O. A. | O. A. Cooper & Son, | Milling | Humboldt, Neb. |
| Cordes, J. H. | D. Cordes & Co., | Flour and Feed | 1928 S. Twelfth st. |
| Cordes, W. H. | D. Cordes & Co., | Flour and Feed | 1928 S. Twelfth st. |
| Cornelius, John W. | Cornelius Mill Furnishing Co. | | 1119 N. Sixth st. |
| Cornell, Adolph | Schisler-Cornell Seed Co. | | 813 N. Fourth st. |
| Cornell, Ben. P. | Schisler-Cornell Seed Co. | | 813 N. Fourth st. |
| Costigan, Edw. J. | Whitaker & Co., | Bonds and Stocks | 300 N. 4th st. |
| Cottrill, Geo. F. | Green's Car Wheel Mfg. Co. | | 3018 N. Broadway |
| Coulter, Joseph | | Feed | Kirkwood, Mo. |
| Cowan, Robt. Edwin | Ralston Purina Co., | Feed | Eighth and Gratiot sts. |
| Cowgill, Frank S. | Trans-Mississippi Grain Co. | | 719 Brandels Bldg., Omaha, Neb. |
| Cox, Charles A. | Cox & Gordon | Packing Co. | 1019 S. Third st. |
| Coyle, B. H. | Wabash R. R., | Gen'l Agent | 324 Pierce Bldg. |
| Craft, Henry G. | Bernet, Craft & Kauffman | Milling Co. | 1036 Pierce Bldg. |
| Cramer, G. | G. Cramer Dry Plate Works, | | Shenandoah and Lemp ave. |
| Creveling, James G. | | | Clayton, Mo. |
| Crittenden, Chas. G. | Central Granaries Co. | | 128 N. Eleventh st., Lincoln, Neb. |
| Crone, C. C. | | Real Estate | 3618 N. Broadway. |
| Crothers, John C. | The McPheeters | Warehouse Co. | 1104 N. Levee. |
| Crouch, Thos. W. | | Grain | 815 Pierce Bldg. |
| Crowell, Frank G. | Hall-Baker Grain Co. | | 608 Exchange Bldg., Kan. City, Mo. |
| Cullen, Michael J. | | Deceased | |
| Cummins, D. D. | American Linseed Co. | Manager | 1600 Clark ave. |
| Cumiskey, Jas | | Commission | 921 N. Fourth st. |
| Curran, Con. P. | Con. P. Curran Frtg. Co. | | Eighth and Walnut sts. |
| Curdie, J. F. | Michigan Central R. R. | Con't Agent | Pierce Bldg. |
| Currie, Frank | Farmers' Elevator Co. | | Clarksville, Mo. |

MEMBERS OF THE

| Name. | Firm. | Business. | Location. |
|-------------------------|---|-------------------|---|
| Daly, E. F. | E. F. Daly Grain Co. | | 608 Cham. of Com. |
| Danforth, W. H. | Ralston Purina Co., | | Eighth and Gratiot sts. |
| Daub, H. W. | Schreiner Grain Co., | Commission. | 115 Cham. of Com. |
| Davis, Geo. H. | Ernst-Davis Grain Co. | | 345 Bd. of Trade, Kansas City, Mo. |
| Davis, S. V. | Vice-Pres. Independent Stock Yards Co., | | Foot of Bremen ave. |
| Day, B. G. | Illinois Central R. R., | Con. Frt. Agent. | 707 Olive st. |
| Dayton, C. S. | Dayton Com. Co., | Commission. | 511 Cham. of Com. |
| Dean, Chas. L. | | | 1827 Longfellow bouly. |
| Dean, Murry | Dean Milling Co., | | Ava, Ill. |
| Deffaa, Edw. H. | Southern Feed Co. | | 909 S. Seventh st. |
| Deibel, Chas. B. | National W. H. & Storage Co. | | East St. Louis, Ill. |
| Deibel, Fred. | Anchor Hay and Grain Co. | | 22nd and Morgan sts. |
| Deibel, Louis P. | Anchor Hay and Grain Co. | | 22nd and Morgan sts. |
| Deibel, Robt. Fred. | National Warehouse & Storage Co., | | Tenth st. and Walnut ave., East St. Louis, Ill. |
| Delafield, Wallace | Delafield & Snow, | Insurance. | 1415 Pierce Bldg. |
| Delafield, Wallace, Jr. | Delafield & Snow, | Insurance. | 1415 Pierce Bldg. |
| Delaney, John O'F. | | Capitalist. | 16 N. Eighth st. |
| DePew, Ray L. | Mobile & Ohio R. R., | Cont. Agt. | Fullerton Bldg. |
| Desloge, F. | Desloge Consolidated Lead Co. | | 422 Rialto Bldg. |
| Devoy, Edward. | Devoy & Kuhn | Coal & Coke Co. | 315 N. Seventh st. |
| Diamant, Henry A. | St. Louis Commission Co. | | 208 N. Main st. |
| Dick, Joseph B. | J. B. Dick & Co. | | 502 Cham. of Com. |
| Dickinson, W. C. | F. W. Goeke & Co., | Commission. | 22 N. Second st. |
| Dickinson, Chas. | A. Dickinson & Co., | Seeds. | 360 W. Taylor st., Chicago. |
| Dickmann, Joseph F. | Jos. F. Dickmann | R. E. Co. | 19 N. Eighth st. |
| Diffenbaugh, H. J. | | Grain Commission, | 504 Board of Trade, Kansas City Mo. |
| Dimmitt, Pope. | Dimmitt-Candle-Smith | Com. Co. | Nat'l Stock Yards Ill. |
| Dixon, J. E. | Fuller-Wooldridge Com. Co., | Grain Com'n. | 304 Cham. of Com. |
| Doan, Geo. P., Jr. | Ford & Doan, | Brokerage. | 312 N. Second st. |
| Doggett, Lewis C. | N. K. Fairbank Co., | Lard Refiners, | 7 S. Dearborn st., Chicago |
| Donaldson, Wm. R., Sr. | | Attorney. | 818 New Bank of Com. Bldg. |
| Donk, E. C. | Donk Bros. Coal & Coke Co., | Coal Dealers. | 314 N. Fourth st. |
| Donnewald, G. H. | Donnewald Ice & Coal Co. | | 602 Times Bldg. |
| Donzelot, E. F. | E. Donzelot & Son, | Commission. | 16 S. Main st. |
| Dore, R. L. | Tol, St. L. & W. R. R., | A. G. F. A. | 923 Pierce Bldg. |
| Dormitzer, Jos. | | Real Estate. | 104 N. Ninth st. |
| Dower, John. | Department of Weights, | Supervisor. | 104 Cham. of Com. |
| Drescher, Edw. | Alfocorn Milling Co., | Feed. | 614 Navarre Bldg. |
| Dreyer, Eugene C. | Dreyer Com. Co. | Feed. | 412 Cham. of Com. |
| Duff, Edwin A. | Duff Grain Co. | | Nebraska City, Neb. |
| Duing, Herman | Duing & Shomaker, | Hay and Grain | 814 Clark ave. |
| Duncan, M. K. | | | 1801 N. Broadway. |
| Dunlop, Jo. P. | Dunlop Milling Co. | | Clarksville, Tenn. |

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|-------------------|---------------------------|------------------|--|
| Early, H. Lee. | The Early & Daniel Co., | Grain & Hay, | Sixth and Harriet st., Cincinnati, Ohio. |
| Eaton, A. F. | Eaton, McClellan | Commission Co. | 214 Cham. of Com. |
| Eaton, Chas. D. | Springfield Fire & Marine | Ins. Co., | Insurance. 1449 Pierce Bldg. |
| Edwards, B. F. | | | Broadway and Olive. |
| Edwards, Geo. L. | A. G. Edwards & Son | | 410 Olive st. |
| Edwards, W. J. | Bert. H. Lang & Co., | | 504 Cham. of Com. |
| Ehlermann, Chas. | | | 4937 Forest Park bouly. |
| Einstein, Wm. | | Mining Operator. | 504 Security Bldg. |
| Eisemann, Ludwig. | K. & E. Neumond, | Feed and Grain | 335 Pierce Bldg. |
| Eisenmayer, A. J. | Eisenmayer Milling Co. | | Springfield, Mo. |
| Eisenmayer, C. W. | Eisenmayer Gr. Co. | | Trenton, Ill. |

| Name. | Firm. | Business. | Location. |
|----------------------|--------------------------------------|----------------------|--|
| Eisenmayer, P. H. | So. Ill. Elevator | Milling Co. | Murphysboro, Ill. |
| Ellis, Wm. C. | Kehler Flour Mills Co. | | 401 Cham. of Com. |
| Elmore, Trave | Elmore-Schultz Gr. Co. | | 433 Pierce Bldg. |
| Elmore V. C. | V. C. & T. Elmore, | Grain | Ashland, Ill. |
| Ely, Arch F. | | | Jerseyville, Ill. |
| Engel, Louis A. | F. D. Hirschberg & Co., | Insurance | 123 Cham. of Com. |
| Engelke, Fred. | New Baden Milling Co. | | New Baden, Ill. |
| Eppelsheimer, Frank. | Fischer Flour Co. | | 111 Market st. |
| Ernst, Walter N. | Mo. Pac. Ry., | Soliciting Agnt. | Railway Exch. Bldg. |
| Esmueller, Fred. | Esmueller M. F. Co., | Millwrights | 1222 S. Eighth st. |
| Espenschied, Chas. | | | 3500 Washington ave. |
| Evans, Edgar H. | Acme-Evans Co., | Flour Millers, | 852 W. Washington ave., Indianapolis, Ind. |
| Ewing, W. K. | Schreiner Grain Co. | | 115 Cham. of Com. |
| | | | |
| Fallis, James C. | Eaton-McClellan Com. | Co. | 214 Cham. of Com. |
| Farley, J. H. | | Commission | Pierce Bldg. |
| Farrell, F. P. | Frisco R. R., | Con't Freight Agent. | 900 Olive st. |
| Faust, Edward A. | Anheuser-Busch Brew. | Assn. | Ninth and Pestalozzi sts. |
| Fay, Emory | | | |
| Feiner, Eugene J. | Engelke & Feiner | Milling Co. | 816 S. Broadway. |
| Felkel, E. E. | Farmers Commission Co., | | 201 Cham. of Com. |
| Felkel, J. B. | Farmers Commission Co., | Grain Com'n. | 201 Cham. of Com. |
| Ferguson, Hugh | Hugh Ferguson & Co., | Provision Brokers | 117 Cham. of Com. |
| Ferguson, Wm. H. | | Grain | St. Joseph, Mo. |
| Feuerbacher, F. W. | F. W. Feuerbacher | & Co., Malster | 2705 S. Broadway. |
| Figueiredo, A. de | St. L. Transfer Co., | Ass't Manager | 400 S. Broadway. |
| Filley, Chauncey I. | | | |
| Fischer, John C. | Fischer Flour Co. | | 111 Market st. |
| Fischer, Jos. J. | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Fitzgerald, John | L. & N. R. R., | Supt. Terminals | 312 N. Eighth st. |
| Flebbe, Hermann | Western Candy and Bakers' Supply Co. | | 109 S. Eleventh st. |
| Fleming, Thos. H. B. | O'Connor & Co., | Market Reporter | 216 Market st. |
| Flesh, Edw. M. | C. H. Albers Com. Co., | | 626 Pierce Bldg. |
| Foell, Henry | Foell & Co., | Commission | 123 Market st. |
| Foerstel, Joseph A. | J. H. Teasdale | Commission Co. | 103 Cham. of Com. |
| Foote, E. L. | | | 305 Security Bldg. |
| Fouke, Phil. B. | Funsten Bros. & Co., | Commission | Second and Elm sts. |
| Fowler, Frank | Nye-Schneider-Fowler Co., | Grain, Eto | Fremont, Neb. |
| Francis, David R. | D. R. Francis & Bro. | Com. Co. | 214 N. Fourth st. |
| Francis, D. R., Jr. | Francis Bro. & Co., | Stocks and Grain | 214 N. Fourth st. |
| Francis, T. H. | D. R. Francis & Bro. | Com. Co. | 214 N. Fourth st. |
| Frank, John F. | | Grain and Lumber | Okawville, Ill. |
| Frank, Nathan | | Attorney | Century Bldg. |
| Fraser, Wm. A. | W. A. Fraser & Co., | Commission, | 714 Royal Ins. Bldg., Chicago, Ill. |
| Frederick, A. H. | | Real Estate | 111 N. Seventh st. |
| Fresch, Geo. Jr. | | Deceased | |
| Friedman, B. | Friedman R. E. Co. | | 309 Chestnut st. |
| Fry, James F. | | | 24 Lewis place |
| Fuller, J. M. | Fuller-Woodridge Com. Co. | | 304 Cham. of Com. |
| Fuller, L. A. | Thresher-Fuller Grain Co. | | 314 Bd. of Trade, Kansas City |
| Funk, Joseph P. | J. P. Funk & Co., | Tallow, etc. | 1024 N. Main st. |
| Funsten, R. E. | R. E. Funsten D. F. & | Nut Co. | 1521 Morgan st. |
| Fusz, Eugene A. | Regina Flour Mill Co. | | 601 S. Main st. |
| Fusz, F. D. | Regina Flour Mill Co. | | 601 S. Main st. |
| Fusz, Louis | Regina Flour Mill Co. | | 601 S. Main st. |

| Name. | Firm. | Business. | Location. |
|-------------------------|----------------------------------|----------------------|-------------------------------------|
| Gamble, C. O. | A. G. Edwards & Son, | Brokers. | 410 Olive st. |
| Gardner, Wm. A. | W. A. Gardner & Co., | Commission. | 326 Pierce Bldg. |
| Garmon, Ed. M. | Eaton, McClellan & Co., | | 214 Cham. of Com. |
| Garneau, James W. | Mound City I. & S. Co. | | Ninth and Branch sta. |
| Garrison, O. L. | Big Muddy Coal & Iron Co. | | 315 Wainwright Bldg. |
| Gates, Charles G. | | Deceased. | |
| Gaupel, Henry J. | | | 1724 Longfellow blv. |
| Gaus, H., Jr. | Henry Gaus & Sons, | Box Factory. | 2100 N. Main st. |
| Gelsel, Joseph S. | Vallier & Spies Milling Co., | Millers. | 913 Pierce Bldg. |
| Gelesmann, Otto. | Aviston Milling Co., | Flour and Grain. | 400 3rd Nat'l Bk. Bldg. |
| Gerdes, Charles B. | Chas. B. Gerdes & Co., | Grain, | |
| | 727 Collinsville ave. | | East St. Louis, Ill. |
| Gerhart, Frank H. | F. H. & C. B. Gerhart | Real Estate Co. | Wainwright Bldg. |
| Gessler, E. A. | Gessler & Krausnick, | Broker. | 411 Olive st. |
| Gettys, James M. | W. P. Gettys & Son | Provision Co. | 115 N. Main st. |
| Gettys, Thos. B. | W. P. Gettys & Son | Provision Co. | 115 N. Main st. |
| Gierer, George. | W. D. Orthwein Grain Co., | | 308 Chamber of Commerce. |
| Giesecke, Otto. | Chas. Ehlerman Hop and Malt Co. | | 100 S. Second st. |
| Giesing, Henry W. | Farmington Mfg. Co., | Treasurer. | Farmington, Mo. |
| Giesing, Peter. | Giesing Milling Co., | | Farmington, Mo. |
| Giesler, John F. | | Feed. | 1831 Franklin ave. |
| Gillette, P. W. | Gillette & Co., | Grain. | McKittrick, Mo. |
| Gilmartin, P. J. | P. J. Gilmartin & Co., | Brokers. | 111 Cham. of Com. |
| Gilster, Albert H. | Steeleville Milling Co. | | Steeleville, Ill. |
| Gisler, Eugene J. | Hubbard & Moffitt | Com. Co. | 212 Cham. of Com. |
| Givens, Jos. W. | | | 512 Rialto Bldg. |
| Glaser, Carl S. | Jos. Glaser & Son, | Brokers. | 317 Olive st. |
| Glaser, Joseph. | Joseph Glaser & Son, | Brokers. | 317 Olive st. |
| Gloor, Edwin. | Commonwealth Feed Mills Co. | | 5040 N. Second st. |
| Glosemeyer, Vincent H. | | Flour and Mill Feed. | 308 Cham. of Com. |
| Godlove, Dempster W. | | Insurance. | 1818 Pierce Bldg. |
| Glover, John I. | John I. Glover, | Grain, | |
| | 329 Gibraltar Bldg., | | Kansas City, Mo. |
| Goeke, Fred'k W. | F. W. Goeke & Co., | Commission. | 22 N. Second st. |
| Goener, Geo. | Holstein Com. Co., | Butter, Eggs etc., | 1002 N. Broadway. |
| Goldman, J. D. | Leaser, Goldman Cotton Co., | Cotton Factors. | 114 S. Main st. |
| Goldsmith, Jacob. | | Wool and Furs. | 204 N. Main st. |
| Goodall, John R. | W. H. Markham & Son, | Insurance. | 1226 Pierce Bldg. |
| Gordon, Samuel. | Cox & Gordon Packing Co. | | 1019 S. Third st. |
| Gordan, Thos. P. | | Grain. | Corby-Forsee Bldg., St. Joseph, Mo. |
| Gorg, A. J. | Grain, R. R. Ties and Lumber | | 740 Frisco Bldg. |
| Grafeman, Wm. | Grafeman Dairy Co. | | 2101 Morgan st. |
| Graff, Henry G. | Parker & Graff, | Grain. | 203 Produce Ex., New York City |
| Graham, G. L. | | | |
| Graham, Robt. S. | | | |
| Gratz, Benj., Jr. | Warren, Jones & Gratz, | Bagging. | 102 Rialto Building. |
| Graves, Oswald. | Shearson, Hamill & Co. | | 207 Cham. of Com. |
| Graves, W. W. | Nat'l Biscuit Co. | | 110 N. Morgan st., Chicago, Ill. |
| Gray, G. H. | C. B. & Q. R. R. | Com'l Agent. | New Bank Com. Bldg. |
| Green, A. H. | Continental Oil Co. | | 426 S. Theresa ave. |
| Green, James. | Laclede Fire Brick Mfg. Co. | | Manchester and Sulphur aves. |
| Greenleaf, M. E. | Greenleaf Co., | Grain Brokerage. | Jacksonville, Ill. |
| Greer, Robert C. | Greer Real Estate Co. | | 317 Fullerton Bldg. |
| Gregg, Mason. | The Mason Gregg Grain Co. | | 211 Maas. Bldg., Kansas City, Mo. |
| Gregg, Norris B. | Mound City Pt. & Col. Co., | Paints and Oils. | 1531 N. 11th st. |
| Gregg, W. H., Jr. | Mound City Pt. & Col. Co., | Paints and Oils. | 1531 N. 11th st. |
| Greve, Edwin J. | John Wahl Com. Co. | | 853 Pierce Bldg. |
| Greve, Henry. | John Wahl Com. Co., | President. | 853 Pierce Bldg. |
| Greve, Robt. F. | John Wahl Com. Co., | Secretary. | 853 Pierce Bldg. |
| Grier, J. P. | | | |
| Griesedieck, Paul H. | H. Griesedieck Maltng Co. | | 1124 S. Twelfth st. |
| Griesedieck, Joseph. | Griesedieck Bros. Brew'g Co. | | 19th & Shenandoah sta. |
| Griesedieck, Henry, Jr. | | | 3250 Hawthorne Blvd. |
| Griesedieck, H. L. | H. L. Griesedieck Distillery Co. | | 406 N. Fourth st. |

| Name. | Firm. | Business. | Location. |
|--------------------------|-----------------------------|--------------------|-------------------------------|
| Griffin, Jas. W..... | C. H. Albers Com. Co., | Grain Com'n..... | 626 Pierce Bldg. |
| Grono, Ed..... | Grono & Co., | Soda..... | 13 S. Eleventh st. |
| Grono, Herman..... | St. Louis Brewing Assn. | | 3219 Clark ave. |
| Grono, John G..... | St. Louis Brewing Assn. | | 3219 Clark ave. |
| Gronemeyer, C. L..... | | | 24 Tiffin ave., Ferguson, Mo. |
| Grossholder, Aug. F..... | | Hay and Grain..... | 2517 Easton ave. |
| Guerdan, N..... | Guerdan Hat Co. | | 18 S. Broadway |
| Gummersbach, Edw. J..... | Kehlror Flour Mills Co..... | | 400 Cham. of Com. |

Haarstick, Hy. C. St. Louis Union Trust Co., Vice Pres't..... Fourth and Locust.
 Haussler, Herman A.... Down Town Realty Co., President,
 303 Merchants'-Laclede Bldg.

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|----------------------------|--|---------------------------|---|
| Hagar, Wm. G..... | W. G. Hagar Iron Co. | | 2206 N. Second st. |
| Hahn, C. J..... | Carlyle Mill & Grain Co., | Secretary..... | Carlyle, Ill. |
| Hale, W. T., Jr..... | J. R. Hale & Sons, | Cotton & Grain..... | Nashville, Tenn. |
| Haley, Claude E..... | D. I. Bushnell & Co., | Seeds..... | 105 N. Second st. |
| Hall, Duane..... | H. & L. Chase Bag Co. | | 18 N. Main st. |
| Hall, Geo. H..... | Nanson Commission Co. | | 202 Cham. of Com. |
| Hall, John E..... | | | 514 Cham. of Com. |
| Hall, Louis T..... | Nanson Commission Co. | | 202 Cham. of Com. |
| Hall, Marshall..... | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Hallet, F. A..... | Hallet & Carey Co., | Grain..... | 112 Cham. of Com. Minneapolis, Minn. |
| Halliday, H. E..... | Halliday Elevator Co., | Grain..... | 620 Pierce Bldg. |
| Hamlin, Franklin C..... | | Insurance..... | 17 N. Main st., E. St. Louis |
| Hammel, A. B..... | Trenton Milling Co. | | Trenton, Ill. |
| Hammer, L. F..... | Hammer Dry Plate Co., | | Ohio ave. and Miami st. |
| Handlan, A. H..... | Handlan Buck Mfg. Co., | Railroad Supplies..... | 212 N. Third st. |
| Hanebrink, C. J..... | Everett, Aughenbaugh & Co. | | 309 Cham. of Com. |
| Hannigan, K. B..... | Southern Ry. | | 218 Pierce Bldg. |
| Hanson, P. M..... | Nat'l Enam. & Stamp'g Co., | Traffic Mngr..... | Granite City, Ill. |
| Hargis, B. F..... | B. F. Hargis Gr. Co. | | Bd. of Trade, Kansas City, Mo. |
| Harrington, Charles M..... | The Van Dusen-Harrington Co., | | 713 Cham. of Commerce, Minneapolis, Minn. |
| Harris, Benj..... | B. Harris & Co., | Wool..... | Second and Walnut st. |
| Harsh, George..... | George Harsh & Co., | Grain..... | 521 Cham. of Com. |
| Harsh, H..... | Harsh Grain Co. | | Nashville, Tenn. |
| Harsh, P. W..... | P. W. Harsh & Co., | Grain..... | 521 Cham. of Com. |
| Hart, Edward S..... | R. P. Studley & Co., | Printing..... | 513 Market st. |
| Hartmann, Rudolph..... | R. Hartmann & Co., | Commission..... | 14 S. Second st. |
| Hartman, John..... | | | 4817 Forest Park boulv. |
| Hartnett, Jos. P..... | L. M. Rumsey Mfg. Co., | | 810 N. Second st. |
| Harvey, Geo. Jr..... | Harvey-Burden Construction Co. | | 1508 Chemical Bldg. |
| Hathaway, H. P..... | Kanawha Despatch, | | 420 Pierce Bldg. |
| Hattersley, F..... | F. Hattersley Brokers & Com. Co. | | 205 Pine st. |
| Hattersley, J..... | J. Hattersley & Co., | Flour Broker..... | 44 Gay Bldg. |
| Hauseisen, F. G..... | Hauseisen Bros., | Produce..... | 1017 N. Third st. |
| Haupt, Peter..... | | Flour Miller..... | New Athens, Ills. |
| Hawes, Harry B..... | Johnson, Houts, Marlatt & Hawes, Lawyer, | | 1201 Third Nat'l Bank Bldg. |
| Haynes, Delos R..... | Haynes Bros., | Real Estate..... | 924 Cent. Nat'l Bk. Bldg. |
| Heath, A. J..... | A. J. Heath & Co., | Commission..... | 202 N. Main st. |
| Heger, Frederick..... | | | 417 Franklin ave. |
| Hell, Geo. L..... | Hell Packing Co. | | 2216 LaSalle st. |
| Heiligenstein, C..... | Freeburg Milling Co. | | Freeburg, Ill. |
| Heinrichsmeyer, Henry..... | H. Heinrichsmeyer Feed Co. | | 6880 S. Broadway |
| Helm, Louis..... | Milliken-Helm Com. Co. | | 121 Cham. of Com. |
| Heman, G. A..... | | Contractor..... | 521 Holland Bldg. |
| Heman, John C..... | Heman Construction Co. | | DeMenil Bldg. |
| Hendershot, R. B..... | R. B. Hendershot & Co., | Grain and Live Stock..... | Monroe, Iowa |
| Henry, Frank R..... | Majestic Mfg. Co. | | 2018 Morgan st. |

| Name. | Firm. | Business. | Location. |
|----------------------|--|-----------------------|-----------------------------|
| Henson, Mark. | | Real Estate. | Granite City, Ill. |
| Hert, O. | Herf & Frerichs Chemical Co. | | 929 Pierce Bldg. |
| Hesse, Ludwig. | Kehler Flour Mills Co. | Sec'y and Treas. | 401 Cham. of Com. |
| Heydt, John B. | Heydt Bakery Co. | | 4536 Forest Park blvd. |
| Hezel, Charles, Jr. | Hezel Milling Co. | 15th st. and So. Ry., | East St. Louis, Ill. |
| Hezel, E. T. | Hezel Milling Co. | 15th st. and So. Ry., | East St. Louis, Ill. |
| Hezel, Frank H. | Hezel Milling Co. | 15th st. and So. Ry., | East St. Louis, Ill. |
| Hibbard, James B. | Hotel. | | 417 Morgan st. |
| Hiemenz, Arthur. | D. R. Francis & Bro. Com. Co. | | 214 N. 4th st. |
| Hilke, Christoph. | Hilke Feed & Flour Co. | | 3747 N. Broadway. |
| Hilke, Christ H. | Hilke Flour & Feed Co. | | 3747 N. Broadway. |
| Hill, Wm. T. | J. H. Teasdale Commission Co. | | 103 Cham. of Com. |
| Hill, Walker. | Mechanics' American Nat'l Bank, President. | | Broadway & Locust |
| Hillard, Hy. P. | Central National Bank, President. | | Seventh and Olive sts. |
| Hilmer, Wm. C. | Langenberg Bros. & Co. Commission. | | 518 Cham. of Com. |
| Hinchman, J. G. | Prov'n Inspector. | | 402 N. 2nd st. |
| Hindman, James H. | Farmer. | | Rockwood, Ill. |
| Hodgkins, Elbert. | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| Hofmann, F. W. | Hofmann Bros. Pro. Co. | Prod. Com. | 700 N. Second st. |
| Hoffman, Geo. E. | Merchants' Laeide Nat. Bk., Cashier. | | Fourth and Olive sts. |
| Hogenmiller, John A. | Hogenmiller Com. Co. | | 707 N. Third st. |
| Hoit, Lowell S. | Lowell Hoyt & Co. Com. | | 52 Bd. of Trade, Chicago. |
| Holland, James F. | Jas. Holland Flour Co. | | Main and Mound st. |
| Holliday, Joseph G. | Attorney-at-Law | | 906 LaSalle Bldg. |
| Holliday, Omar. | Fulton Bag & Cotton Mills Co. | | 612 S. Seventh st. |
| Hollmann, Julius. | Coe, Yonge & Co. | | 906 Lucas ave. |
| Holmquist, James W. | Holmquist Elevator | | Brandeis Bldg., Omaha, Neb. |
| Hooss, Louis P. | Traveling Salesman. | | 3461 Park ave. |
| Hopkins, James | | | 17 Battery place, New York |
| Hopkins, Sam'l G. | Vandalia R. R. Co. | | 226 Pierce Bldg. |
| Horner, E. P. | Allen-West Com. Co. | | 104 S. Main st. |
| Houston, Frank K. | Third National Bank, Ass't Cashier. | | Olive and Broadway |
| Howell, E. H. | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Hoyt, E. R. | | | |
| Hubbard, Robt. M. | Hubbard & Moffitt Commission Co. | | 212 Cham. of Com. |
| Huber, Martin | Highland Milling Co. | | Highland, Ill. |
| Hudson, Wm. A. | | | 4465 W. Pine boulv. |
| Huegely, Julius. | Huegely Milling Co. | | Nashville, Ill. |
| Hug, Henry | Laeide Hay & Grain Co. | | 110 So. Jefferson ave. |
| Hull, Wm. L. | | | 520 Cham. of Com. |
| Hunn, Eugene F. | C. H. Canby & Co. | | Cham. of Com. |
| Hunter, Edward H. | Hunter Grain Co. | | 355 Pierce Bldg. |
| Hunter, E. O. | Hunter-Robinson-Wenz Milling Co. | | 921 Pierce Bldg. |
| Hunter, Henry | Hunter Grain Co. | | 355 Pierce Bldg. |
| Huppert, W. E. | W. E. Huppert & Co. Real Estate. | | 6818 Michigan ave. |
| Hussey, T. C. | Advance Mill & Elevator Co. | | Carrollton, Ill. |
| Hutchinson, Jas. | Jas. Hutchinson & Sons, Sugar Brokers | | 712 Spruce st. |
| Hynes, W. J. | Hynes Grain Co. | | Omaha, Neb. |

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| Ichtertz, Geo. J. | | Commission. | 658 Pierce Bldg. |
| Imbs, Joseph F. | J. F. Imbs Milling Co. | | 409 Cham. of Com. |
| Imbs, Al. V. | J. F. Imbs Milling Co. | | 409 Cham. of Com. |
| Immasche, George. | J. H. Diekmann & Co., Feed. | | 1210 Biddle st. |
| Immer, Edw. B. | | | 409 Cham. of Com. |
| Inman, Bruce. | | | 115 Cham. of Com. |
| Isaacs, Chas. W. | | | 218 Cham. of Com. |
| Ismert, Joseph. | Pinckneyville Milling Co. | | Pinckneyville, Ill. |

| Name. | Firm. | Business. | Location. |
|---------------------------|------------------------------|------------------------------|------------------------------|
| Jackson, Howard B. | Jackson Bros. & Co., | 318 Postal Tel. Bldg., | Chicago. |
| Jannopoulo, D. | Mo. Tent & Awning Co., | Tents, | 210 Chestnut st. |
| Jasper, Louis A. | Jasper & Sellmeyer, | Commission, | 835 N. Third st. |
| Jenkins, B. C. | ..... | Broker, | 506 Merchants' Laclede Bldg. |
| Johns, H. A. | Picker & Beardsley | Commission Co. | 118 N. Main st. |
| Johns, Thomas J. | Charleston Milling Co. | ..... | Charleston, Mo. |
| Johnson, Albert S. | Terminal R. R. Assn. | ..... | Twelfth and Poplar sts. |
| Johnson, Charles T. | Home Mill & Grain Co. | ..... | Mount Vernon, Ind. |
| Johnson, M. B. | T. E. Price & Co., | Commission, | 111 Cham. of Com. |
| Jones, Clarence Drummond. | Commonwealth Feed Mills Co., | 2nd and DeSoto ave. | |
| Jones, C. Norman. | St. Louis Brewing Assn. | ..... | 702 Wainwright Building. |
| Jones, Geo. D. P. | Geo. P. Jones Oil Co. | ..... | 218 N. Commercial st. |
| Jones, Geo. W. | Evans & Howard Fire | Brick Co. | 920 Market st. |
| Jones, Louis J. | Fulton Bag & Cotton Mills | ..... | 612 S. Seventh st. |
| Jones, V. L. | Martin Mullally Com. Co. | ..... | 406 Cham. of Com. |
| Jones, Vincent M. | Jones-Wise Com. Co. | | 615 Chamber of Commerce |
| Judd, W. D. | | | 776 Broad st., Newark, N. J. |

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|-------------------------|---|---------------------------|---|
| Kaercher, Ed. M. | Schisler & Kaercher, | Seeds, | 708 N. Fourth st. |
| Kaeshoefer, G. L. | Wabash R. R., | East-bound Agent, .. | 324 Pierce Bldg. |
| Karns, W. H. | ..... | Commission, | 520 Cham. of Com. |
| Kauffman, F. E. | Bernet, Craft & Kauffman | Milling Co. | 1038 Pierce Bldg. |
| Kavanaugh, W. K. | So. Coal, Coke & Mining Co. | ..... | 918 Security Bldg. |
| Keane, W. J. | Ontario Central, Com. Agent. | ..... | 427 Pierce Bldg. |
| Keeble, W. B. | Senter Commission Co., | Commission, | 25 S. Third st. |
| Kehoe, C. J. | F. D. Hirschberg & Co., | Insurance, | 123 Cham. of Com. |
| Kehlor, J. B. M. | ..... | Deceased, | |
| Keiser, C. J. | Keiser Bros. Milling Co., | Flour, | Mt. Olive, Ill. |
| Keleher, P. F. | ..... | Broker, | 234 Security Bldg. |
| Kelly, E. M. | Liberty Mills, | ..... | Nashville, Tenn. |
| Kemper, Wm. T. | Wm. T. Kemper Elevator Co., | ..... | 612 Postal Tel. Bldg., Kansas City, Mo. |
| Kennard, Sam. M. | J. Kennard & Sons Carpet | Co., Carpets, | Fourth and Washington |
| Kennedy, Maxwell. | Kennedy Grain Co. | ..... | 107 Cham. of Com. |
| Kennedy, Samuel G. | ..... | Insurance, | 1214 Pierce Bldg. |
| Kerckhoff, D. C. | Pevely Dairy Co., | Dairy, | 3301 Park ave. |
| Kern, C. E. | ..... | Broker, | 828 Brandeis Bldg., Omaha, Neb. |
| Ketchum, Horace F. | C. H. Albers Com. Co. | ..... | 626 Pierce Bldg. |
| Keyes, Archie A. | ..... | Insurance Agent, .. | 1133 Pierce Bldg. |
| Keyes, John P. | Keyes & Co., | Grain, | 5206 Maple ave. |
| Keyes, S. P. | Keyes & Marshall Bros., | Livery, | 508 Bank of Commerce Bldg. |
| Kiely, P. M. | P. M. Kiely & Co., | Commission, | 903 N. Fourth st. |
| Kilz, Arthur. | Schultz & Niemeier Com. Co. | ..... | 306 Cham. of Com. |
| King, Chas. E. | Erie Despatch, | Con. Freight Agent, .. | 423 Pierce Bldg. |
| King, M. D. | M. D. King Milling Co. | ..... | Pittsfield, Ill. |
| Kingsland, Geo. | Miss. Valley Trust Co. | ..... | Fourth and Pine sts. |
| Kissner, John. | John Kissner Feed Co. | Feed, | 4325 N. Broadway. |
| Klauber, John. | A. Klauber & Sons Iron | & Metal Co. | 509 S. Fourth st. |
| Klosterman, Will J. | Morton & Co., | Commission, | 509 Cham. of Com. |
| Knapp, W. E. | Schreiner Grain Co. | ..... | 115 Cham. of Com. |
| Koehlig, Wm. | Jos. A. Buckland & Co., | Hay and Grain, | 103 S. Third st. |
| Koehler, Julius H. | ..... | ..... |  |
| Koenigsmark, A. J. | Koenigsmark Mill Co. | ..... | Waterloo, Ill. |
| Koenigsmark, Jacob J. | Koenigsmark Mill Co., | Flour Mill, | Waterloo, Ill. |
| Kohn, R. D. | ..... | ..... | 805 Security Bldg. |
| Kotany, M. | ..... | Stock and Bond Broker, .. | 409 Olive st. |
| Krausse, E. B., Jr. | Nulsen, Klein & Krausse Mfg. & Mining Co. | ..... | Levee & Sidney |
| Krausnick, E. C. | Gessler & Krausnick, Brokers. | ..... | 411 Olive st. |
| Kreismann, Frederick H. | F. H. Kreismann Ins. Agency. | ..... | 1453 Pierce Bldg. |

| Name. | Firm. | Business. | Location. |
|-----------------------|------------------------------|--------------------------|------------------------------------|
| Krenning, H. B. | Dorris Motor Car Co. | | 4400 Laclede ave. |
| Krey, Fred | Krey Packing Co. | Pork Packers | 21st and Bremen ave. |
| Krite, F. H. | Hezel Milling Co. | Millers, | |
| | Fifteenth st. | and Southern Ry., | East St. Louis, Ill. |
| Kron, August | A. Kron Livery & U. Co. | | 2124 N. 10th st. |
| Kuhlman, Henry W. | H. W. Kuhlman & Son, Feed | | 2804 Bremen ave. |
| Kuhn, Robert C. | Paul Kuhn & Co. | Grain and Hay | Evansville, Ind. |
| Kuhs, Edw. L. | | Real Estate | 6321 N. Broadway |
| Kupferle, E. | Kupferle Bros. Mfg. Co. | | 600 N. Second st. |
| | | | |
| Lacy, J. R. | J. R. Lacy & Co. | Hay and Grain | 2917 N. Broadway |
| Lahey, Thos. P. | T. E. Price & Co. | Commission | 111 Cham. of Com. |
| Lake, Wm. H. | A. O. Slaughter & Co. | Broker | 68 Board of Trade, Chicago |
| Lamy, Chas. O. | J. H. Teasdale Com. Co. | | 103 Cham. of Com. |
| Lamy, Joseph F. | W. A. Gardner & Co. | Com. | 56 Board of Trade, Chicago |
| Lancaster, H. Vest | Dreyer Com. Co. | Commission | 412 Cham. of Com. |
| Landers, Louis H. | H. & L. Chase Bag Co. | | 18 N. Main st. |
| Landry, H. D. | St. Louis S. W. Ry. | Com'l Agt. | 211 N. 8th st. |
| Lang, George | Braun-Lang Com. Co. | Flour and Commission | Gay Bldg. |
| Lang, B. H. | B. H. Lang & Co. | Commission | 504 Cham. of Com. |
| Lang, Ben S. | B. H. Lang & Co. | | 504 Cham. of Com. |
| Lange, Alfred T. | J. S. McClellan & Son | Commission | 416 Cham. of Com. |
| Lange, C. F. George | Luehrmann Hay & Grain Co. | Hay and Grain | 101 Monroe st. |
| Langenberg, C. H. | Langenberg Bro. & Co. | Commission | 518 Cham. of Com. |
| Langenberg, Fred. W. | Langenberg Bro. & Co. | Commission | 518 Cham. of Com. |
| Langenberg, H. F. | Langenberg Bro. & Co. | Commission | 518 Cham. of Com. |
| Langenberg, H. H. | Langenberg Bro. & Co. | Commission | 518 Cham. of Com. |
| Langenberg, Geo. F. | Haynes-Langenberg Mfg. Co. | Furnaces | 4045 Forest Park blv |
| Langton, J. J. P. | Langton & Kenney | Mdse. Broker | 421 S. 7th st. |
| Lanitz, George | | Grain | 212 Cham. of Com. |
| Lansing, E. W. | James E. Bennett & Co. | Brokers | 211 Cham. of Com. |
| Lanyon, Wm. | | Capitalist | 328 Pierce Bldg. |
| Larimore, N. G. | | Deceased | |
| Latta, H. J. | Maxwell & Crouch Mule Co. | | National Stock Yards, Ill. |
| Laughlin, J. R. | | Real Estate | 706 Fullerton Bldg. |
| Lawless, C. W. | Moore-Lawless Grain Co. | | 325 Bd. of Trade, Kansas City, Mo. |
| Lawrence, Frank E. | J. S. McClellan & Son | | 417 Cham. of Com. |
| Leach, S. J. | | | |
| LeCompte, Jos. | Lexington Roller Mills | Co. | Lexington, Ky. |
| Lee, W. H. | Merchants' Laclede Nat'l Bk. | Pres. | Fourth and Olive sts. |
| Lehman, Myer | Anchor Hay & Grain Co. | | Twenty-second and Morgan sts. |
| Lemmon, Isaac L. | Elmore & Lemmon | Grain | Roodhouse, Ill. |
| Lemp, Louis F. | W. J. Lemp Brewing Co. | Supt. | Thirteenth and Cherokee |
| Lemp, Wm. J. | W. J. Lemp Brewing Co. | Pres't. | Thirteenth and Cherokee |
| Lemp, Carl A. | W. J. Lemp Brewing Co. | Treas. | Thirteenth and Cherokee |
| Lemp, Edwin A. | W. J. Lemp Brewing Co. | | Thirteenth and Cherokee |
| Leonhardt, Arthur T. | Saxony Mills | | 312 Lombard st. |
| Leonhardt, R. H. | Saxony Mills | Flour | 312 Lombard st. |
| Lepp, Henry | | Flour Mill | DeSoto, Mo. |
| Leschen, Henry | A. Leschen & Sons Rope | Co. | 320 N. Main st. |
| Levy, Falk | | Mdse. Broker | 609 Victoria Bldg. |
| Lewis, George H. | Lawrenceburg Roller | Mills Co. | Lawrenceburg, Ind. |
| Lewis, Chas. E. | Chas. E. Lewis & Co. | Brokers | C. of C., Minneapolis, Minn. |
| Liermann, John C. | | Hay and Grain | 3228 S. Thirteenth st. |
| Liesch, Christian | | | Greenville, Ills. |
| Linn, C. M. | The Modern Miller | Grain and Stock | Humboldt, Neb. |
| Litchfield, Parker H. | The Modern Miller | Co., 1841 Insurance Ex., | Chicago, Ill. |
| Little, H. J. | Little & Hays Inv. Co. | | 303 N. Fourth st. |
| Lloyd, John H. | C. O. Matheny & Co. | Grain, | |
| | | 708 Ferguson Bldg., | Springfield, Ill. |

| Name. | Firm. | Business. | Location. |
|-----------------------|--|----------------------|---------------------------------|
| Lockwood, B. A. | B. A. Lockwood Grain Co. | | Des Moines, Iowa |
| Logan, T. M. | Tate, Logan & Co. | Grain and Hay | 404 Cham. of Com. |
| Louergan, T. J. | T. J. Louergan & Co. | | 511 Cham. of Com. |
| Lonsdale, John G. | Logan & Bryan, Com. Brokers | | 111 Broadway, N. Y. |
| Lorenz, Henry | | Farmer | St. Marys, Mo. |
| Lothman, Wm. | Lothman Cypress Co. | | Foot of Angelica st. |
| Louderman, Jno. H. | | Broker | 510 Pine st. |
| Louderman, Henry B. | | | 510 Pine st. |
| Louderman, H. B., Jr. | | | Roe Bldg. |
| Louderman, Wm. M. | | Stock Broker | Roe Bldg. |
| Lowe, Elliott | Lincoln Grain Co. | | Lincoln, Neb. |
| Ladington, Elliot K. | H. & L. Chase Bag Co. | | 18 N. Main st. |
| Laehrmann, Aug. F. W. | Laehrmann Bros. Hay & Grain Co., Com. | | First and Monroe sts. |
| Lacking, H. A. | Transfer Business | | 1545 N. Fourteenth st. |
| Lumaghi, Joseph D. | Lumaghi Coal Co. | | 606 Equitable Bldg. |
| Mack, Henry W. | Conner Bros. & Co., Commission | | 565 Cham. of Com. |
| Maffitt, Wm. G. | P. C. & T. S. Maffitt | | 518 Security Building. |
| Magee, J. B. | Magee Grain Co. | | 511 Ohio st., Cairo, Ill. |
| Magill, S. E. | Georgia R. R., G. W. Agent | | 702 Pierce Bldg. |
| Maguire Chas. J. | Maguire Coal Co. | | 411 Olive st. |
| Maguire, Louis T. | Oriel Glass Co. | | 212 Liggett Bldg. |
| Malone, F. J. | Halliday Elevator Co., Grain | | 620 Pierce Bldg. |
| Maltby, Ernest V. | Hulburt, Warren & Chandler, Com. | | 130 S. LaSalle st., Chicago |
| Mann, A. E. | L. & N. R. R., General Agent | | 812 N. Eighth st. |
| Manning, Herbert N. | Smith, Vincent & Co., Commission | | 72 Gay Bldg. |
| Maroy, Geo. E. | Armour Grain Co. | | 137 S. La Salle st., Chicago. |
| Markham, G. D. | W. H. Markham & Son, Insurance | | 1226 Pierce Bldg. |
| Marks, David A. | Continental Portland Cement Co. | | 1110 Syndicate Tr. Bldg. |
| Marshall, Ben F. | Blodgett Elev. & Grain Co. | | Blodgett, Mo. |
| Marshall, J. D. | Marshall Bros. | | 5263 Delmar ave. |
| Marshall, Jno. E. | Sikes-McMullen Grain Co. | | Slkeston, Mo. |
| Marshall, S. T. | Nanson Commission Co. | | 202 Cham. of Com. |
| Marten, Louis F. | | St. Charles Sav. Bk. | St. Charles, Mo. |
| Martin, Geo. C., Jr. | Goffe & Carkener Co., Com'n | | 107 Cham. of Com. |
| Martin, John J. | W. A. Gardner & Co., Com'n | | 327 Pierce Bldg. |
| Martin, Thos. King. | Graham & Martin Grain Co. | | 500 Cham. of Com. |
| Martin, Thos. L. | Annan, Burg & Co. | | 119 Cham. of Com. |
| Marx, Fritz | K. & E. Neumond, Grain and Feed | | 835 Pierce Bldg. |
| Mason, Sam'l Parker | Nye-Schneider-Fowler Grain Co., Grain | | Omaha, Neb. |
| Massengale, John E. | St. Louis & Tenn. Riv. Pack. Co., Sec. | | Foot of Pine st. |
| Matthews, Joseph R. | The Corno Mills Co., President | | 1020 Liggett Bldg. |
| Maune, Aug. | Aug. Maune R. E. & F. Co., Real Estate | | 2347 1/2 University st. |
| Meek, A. J. | Meek Milling Co., Millers | | Marissa, Ill. |
| Meek, William E. | Meek Milling Co. | | Marissa, Ill. |
| Meggison, L. M. | L. S. & M. S., Agent | | 527 Pierce Bldg. |
| Meier, Theo. G. | Heine Safety Boiler Co. | | 2449 E. Marcus av. |
| Meier, Louis J. | Brockmeier & Co., Commission | | 523 N. Second st. |
| Merriam, Nathan | Merriam & Millard Co., Grain | | 790 Brandels Bldg., Omaha, Neb. |
| Messmore, John L. | Ballard, Messmore Grain Co., Com. | | 520 Cham. of Com. |
| Meuser, Charles | Meuser Bros., Grain and Hay | | 4123 Gravois ave. |
| Meuser, Herman | Meuser-Schake Merc. Co., Feed | | 4123 Gravois ave. |
| Meyer, Edw. J. | Peter H. Meyer & Sons Hay and Grain Co. | | 1308 N. Ninth st. |
| Meyer, Edwin J. | German Mut. Life Ins. Co. | | 1102 3rd Nat'l Bank Bldg. |
| Meyer, Ferd P. | John F. Meyer & Sons, Miller | | 728 Merchants'-Laclede Bldg. |
| Meyer, George F. | St. Louis Cooperage Co., Treasurer | | Main and Arsenal sts. |
| Meyer, C. H. | Meyer Bros. Hay & Grain Co., Hay and Grain | | 1109 Cass ave. |
| Meyer, Theo. F. | Meyer Bros. Drug Co., Druggists | | Fourth st. & Clark ave. |

| Name. | Firm. | Business. | Location. |
|--------------------------|--------------------------|---------------------|------------------------------------|
| Meyer, John F. | John F. Meyer & Son, | Millers. | 728 Merchants'-Laclede Bldg. |
| Midlam, Wm. T. | Anchor Line, | Freight Solicitor. | 226 Pierce Bldg. |
| Miller, Aug. | Miller Grain Co. | | 919 Pierce Bldg. |
| Miller, Daniel C. | | | 4439 W. Pine st. |
| Miller, J. T. W. A. | Miller Hay & Grain Co., | Feed. | 1417 N. Broadway |
| Miller, Scott A. | | | |
| Miller, W. A. | W. A. Miller Hay & Grain | Co. | 1417 N. Broadway |
| Milleson, C. D. | Allneeda Mills Co., | Hay and Grain, | |
| | | 217 St. Clair ave., | East St. Louis, Ills. |
| Milliken, B. H. | Milliken-Helm Com. Co. | | 121 Cham. of Com. |
| Milliken, Horace. | Milliken-Helm Com. Co. | | 121 Cham. of Com. |
| Milliken, John T. | Jno. T. Milliken & Co. | | 121 Cham. of Com. |
| Moffatt, Edwin O. | Moffatt Com. Co. | | 219 Postal Bldg., Kansas City, Mo. |
| Moffitt, Charles S. | Hubbard & Moffitt | Com. Co. | 212 Cham. of Com. |
| Moffitt, N. L. | Hubbard & Moffitt | Com. Co. | 212 Cham. of Com. |
| Mohlenbrock, Malte. | Mohlenbrock Milling | Co. | Campbell Hill, Ill. |
| Moore, Roy D. | | | |
| Morrison, Robert W., Jr. | | | 306 Liggett Bldg. |
| Morrison, Fred. | Morrison Bros., | Live Stock, etc. | Ramsey, Ills. |
| Morse, J. W. | Eureka Mills Co. | | Theresa av. and Mo. Pac. track |
| Morton, Claude A. | Morton & Co., | Commission. | 510 Cham. of Com. |
| Morton, Turner B., Jr. | Morton & Co., | Commission. | 510 Cham. of Com. |
| Mueller, A. | Mueller-Dillon Chem. Co. | | 1100 Armstrong ave. |
| Mullally, Dan'l. S. | Langenberg Bros. & Co., | Commission. | 518 Cham. of Com. |
| Mullally, Martin J. | Martin Mullally Com. Co. | | 405 Chamber of Commerce. |
| Mullally, Jno. D. | Graham & Martin Gr. Co. | | 500 Cham. of Com. |
| Murdoch, Wm., Jr. | H. & L. Chase Bag Co. | | 18 N. Main st. |
| Murphy, Joseph F. | B. & O. S.-W. R. R., | Commercial Agent. | Pierce Bldg. |
| Murphy, J. L. | | Deceased. | |
| Myerson, G. S. | Krey Packing Co. | | 21st st. and Bremen ave. |

| | | | |
|------------------------|--------------------------------|----------------------|---|
| McAdam, Wm. S. | | | |
| McCauley, B. J. | Sherry-Bacon Grain Co. | Secretary. | 213 Cham. of Com. |
| McCaull, J. L. | The McCaull-Dinsmore Co. | | 917 Ch. of Com., Minneapolis, Minn. |
| McCarty, Jno. V. | N. C. & St. L. R. R., | Cont. Agent. | 405 Bk. Com. Bldg. |
| McChesney, W. S., Jr. | Terminal R. R. Assn., | P. and G. M. | Union Station. |
| McClellan, C. W. | Foell & Co., | Commission. | 123 Market st. |
| McClellan, Frank P. | J. S. McClellan & Son, | Commission. | 416 Cham. of Com. |
| McClellan, J. S. | J. S. McClellan & Son, | Commission. | 416 Cham. of Com. |
| McClellan, Thos. G. | N. C. & St. L. Ry. | | 406 Bank of Commerce Bldg. |
| McClelland, Frank M. | F. M. McClelland & Co., | Grain, etc. | 658 Pierce Bldg. |
| McCluney, John H. | State Nat'l Bk. of St. L., | President. | Fourth and Locust sts. |
| McCombs, R. M. | Cape County Milling Co. | | Jackson, Mo. |
| McConnell, E. E. | Central States Dispatch, | Com'l Agent. | 622 Pierce Bldg. |
| McConnell, E. J. | International Merc. Marine Co. | | 900 Locust st. |
| McCoy, Wm. C. | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| McCracken, Robt. H. | Allneeda Mills Co., | | 20th and State sts., E. St. Louis, Ill. |
| McCreery, J. A. | J. A. McCreery & Son, | Grain. | Mason City, Ills. |
| McCulloch, Robt. | United Railways Co., | Pres. and Gen'l Mgr. | 3839 Park ave. |
| McFadden, Bruce H. | McFadden & Co., | Grain. | Havana, Ill. |
| McGehee, Jas. Stewart. | | | 4540 Westminster Place |
| McGrath, James F. | Cumberland Gap | Despatch, Agent. | 312 N. Eighth st. |
| McGroarty, Edw. J. | St. Louis Weighing Co. | | Second and Tyler sts. |
| McKenzie, Alexander. | Kaw Grain & Elev. Co., | | 327 Bd. of Trade, Kansas City, Mo. |
| McLain, J. T. | McLain-Alcorn Com. Co. | | 705 N. Third st. |
| McMahan, J. H. | | | 5644 Barmter ave. |
| McMorrow, P. J. | A. Gelsel Mfg. Co. | | 219 S. Second st. |
| McNair, L. G. | McNair, Harris Realty Co., | President. | Eighth and Locust sts. |
| McPhail, John C. | | Dry Goods. | 4298 Finney ave. |
| McSorley, B. J. | | Broker. | 314 Cham. of Com. |

| Name. | Firm. | Business. | Location. |
|----------------------------|--|------------------------------|------------------------------------|
| Nagel, Charles..... | | Attorney..... | Security Bldg. |
| Napier, Robert C..... | Hubbard & Moffitt | Commission Co..... | 212 Cham. of Com. |
| Nasse, August..... | | Wholesale Grocer..... | 10 N. Second st. |
| Nelson, L. C..... | L. C. Nelson & J. M. Nelson, Jr. | | 923 Security Bldg. |
| Nelson, J. M., Jr..... | L. C. Nelson & J. M. Nelson, Jr. | | 923 Security Bldg. |
| Newell, James P..... | James P. Newell & Co., | Stocks and Bonds, | |
| | | 206 Commonwealth Trust Bldg. | |
| Newell, Joseph T..... | Geo. P. Plant Milling Co..... | | 502 Cham. of Com. |
| Newman, W. E..... | Newman & Malkemus, | Brokers..... | 62 Gay Bldg. |
| Nickerson, John..... | | Bonds and Stocks..... | 405 Olive st. |
| Nicolai, Edgar S..... | W. P. Howard Com. Co. | | 408 N. Levee |
| Nicolaus, Henry..... | St. Louis Brew. Assn. | | 702 Wainwright Bldg. |
| Niedringhaus, Thos. K..... | Nat. Enam. & Stmp. Co., Mfrs..... | | New Bk. Com. Bldg. |
| Niedringhaus, F. G..... | Nat. Enam. & Stmp. Co., Mfrs..... | | New Bk. Com. Bldg. |
| Niedringhaus, Geo. W..... | Nat. Enam. & Stmp. Co., Mfrs..... | | Granite City, Ill. |
| Niemeier, Chas. L..... | Schultz & Niemeier | Com. Co..... | 305 Cham. of Com. |
| Nobbe, Chas. H..... | Nobbe Bros., | Grain..... | Farmersville, Ill. |
| Noel, Henry M..... | Noel-Young Bond & Stock Co., Banker..... | | 500 LaSalle Bldg. |
| Nolan, W. T..... | C. P. Burr & Co., | Commission..... | 324 Rialto Building. |
| Norris, James..... | Norris & Co., | | 141 W. Jackson blvd., Chicago |
| | | | |
| Oakes, Harry..... | | Farming..... | Bluffs, Ill. |
| Oberbeck, W. H..... | W. H. Oberbeck & Co., | Insurance..... | 748 Pierce Bldg. |
| O'Connell, Dennis B..... | T. E. Price & Co., | Commission..... | 111 Cham. of Com. |
| O'Donnell, Hugh..... | Napoleon Hill Cotton Co., | | 116 S. Main st. |
| O'Donnell, John..... | Jno. O'Donnell & Bro., | Contractors..... | 4362 Cook ave. |
| O'Donnell, Patr'k..... | Jno. O'Donnell & Bro., | Contractors..... | 1423 N. Euclid ave. |
| Oechsner, Frank J..... | | Commission..... | 1109 N. Third st. |
| O'Neil, Joseph M..... | W. A. Gardner & Co. | | 326 Pierce Bldg. |
| O'Rourke, Jno. J..... | Powell & O'Rourke | | 836 Pierce Bldg. |
| Orthwein, W. D..... | W. D. Orthwein Grain Co..... | | 303 Cham. of Com. |
| Orthwein, F. C..... | W. D. Orthwein Grain Co..... | | 303 Cham. of Com. |
| Orthwein, W. E..... | | Stocks & Bonds..... | 204 Rialto Bldg. |
| Orvis, Otto A..... | The Orvis Grain Co. | | 508 Cham. of Com. |
| Ostermayer, Geo..... | | | 8024 N. Broadway. |
| O'Toole, Wm..... | Martin Mullally Com. Co. | | 405 Cham. of Com. |
| Owings, Zebulon P..... | Toberman, Mackey & Co. | | 436 Pierce Bldg. |
| | | | |
| Padberg, B. A..... | Padberg Mercantile Co. | | 3801 S. Broadway. |
| Paddock, Fred. O..... | The Paddock-Hodge Co., Grain | | Toledo, Ohio |
| Panhorst, J. C..... | | | Staunton, Ill. |
| Papendick, Fredk. C..... | F. C. Papendick & Co., | Commission..... | 716 N. Second st. |
| Papin, H. E..... | Insurance Agency Co. | | 1426 Pierce Bldg. |
| Parkhurst, W. A. S..... | The N. K. Fairbank Co..... | | Third and Convent sts. |
| Parrott, Gilbert E..... | | | |
| Parrott, James D..... | Parrott, Day Co., | Commission..... | 317 Cham. of Com. |
| Parrott, M. R..... | Parrott, Day Co., | Commission..... | 317 Cham. of Com. |
| Patton, Max M..... | Taylor & Patton Co. | | 700 Hubbel Bldg., Des Moines, Iowa |
| Paule, Edwin J..... | Paule Grain & Milling Co..... | | 7704 Ivory ave. |
| Paule, Herman..... | Paule & Meyer | Hay and Grain..... | 117 Blow st. |
| Payne, Peter H..... | Payne & Becker, | Broker..... | 100 Chemical Bldg. |
| Peak, L. L..... | Shelton Mills | | Chattanooga, Tenn. |
| Pechmann, Julius F..... | Dorr & Zeller C. Co., | Confectioners..... | 3924 Delmar ave. |
| Peck, Edward P..... | Omaha Elevator Co. | | 621 Brandels Bldg., Omaha, Neb. |
| Pendleton, R. J..... | Pendleton Grain Co. | | 1252 Pierce Bldg. |
| Penney, Joseph L..... | Terminal R. R. Assn., | Ind. Comm'r..... | 120 Rialto Bldg. |

| Name. | Firm. | Business. | Location. |
|------------------------|------------------------------------|----------------------|-----------------------------------|
| Perrine, Willson H. | W. H. Perrine & Co. | Grain | 314 Postal Tel. Bldg., Chicago |
| Petersen, Julius | Jul. Petersen Com. Co. | | 706 Carroll st. |
| Petersen, Julius, Jr. | Julius Petersen Com. Co. | | 706 Carroll st. |
| Petri, Arthur C. | | | 311-B Cham. of Com. |
| Petri, T. F. | Thos. Akin, Com. | | 507 Bank of Commerce Bldg. |
| Petring, Geo. H. | H. P. Coffee Co. | | 735 Spruce st. |
| Pfeffer, E. S. | Pfeffer Milling Co. | | Lebanon, Ill. |
| Pfenninger, John J. | Pfenninger Pretzel & B. Co. | | 1408 S. Eighth st. |
| Phillips, R. F. | R. F. Phillips & Co., | Cotton Brokers | 37 S. Third st. |
| Picker, Erich | Picker & Beardsley | Commission Co. | 118 N. Main st. |
| Pieroe, H. C. | | | 25 Broad st., N. Y. |
| Pingree, Samuel S. | F. C. Taylor & Co., | Commission | Main & Walnut sts. |
| Plant, F. S. | Plant Seed Co., | Seeds | 802 N. Main st. |
| Plant, George H. | Geo. P. Plant Mill. Co., | President | 503 Chamber of Com. |
| Plant, Samuel | Geo. P. Plant Mill Co. V.-P. | | 503 Chamber of Commerce |
| Pollock, W. W. | Wm. Pollock Milling & Elevator Co. | | Mexico, Mo. |
| Pollock, W. F. | Wm. Pollock Milling & Elevator Co. | | Mexico, Mo. |
| Pommer, Robert W. | D. I. Bushnell & Co., | | 105 N. Second st. |
| Porteous, W. M. | Can. Pac. Despatch, Agent. | | 428 Pierce Bldg |
| Porter, F. J. | Empire Line, Agent. | | 418 Pierce Bldg. |
| Porter, John C. | | | 314 Merchants' Laclede Bldg. |
| Postel, Julius | P. H. Postel Mill. Co. | | Mascoutah, Ill. |
| Postel, George | P. H. Postel Mill. Co. | | Mascoutah, Ill. |
| Potter, Henry | | | 408 Olive st. |
| Powell, Geo. F. | Powell & O'Rourke, | | 830 Pierce Bldg. |
| Powell, Willis J., Jr. | | | 3108 Morgan st. |
| Powers, Wm. F. | | | 1700 N. Grand ave. |
| Prange, A. F. | H. Prange & Son, | Millers | New Douglas, Ill. |
| Prante, C. F. | C. F. Prante & Co., | | 314 Leeperence st. |
| Price, Thos. E. | T. E. Price & Co., | Commission | 111 Cham. of Com. |
| Priwer, Leon | Hay and Grain | | 1501 Missouri ave., E. St. Louis. |
| Prough, Peter | D. Prough & Son, | Feed. | Kirkwood, Mo. |
| Prunty Chas. E. | | Grain and Grass Seed | 9 S. Main st. |
| Puff, Fred. | | | 433 Pierce Bldg. |
| Putnam, Lyman W. | Wiggins Ferry Co., | Com'l Agent | 118 Rialto Bldg. |

Quesnel, Chas. J. Chris. Sharp Com. Co. 1919 Pierce Bldg.
 Quinlivan, Sol. J. J. F. Quinlivan & Bro. Feed Co. 800 S. Theresa ave.
 Quinlivan, Jno. R. J. F. Quinlivan & Bro. Feed Co. 800 S. Theresa ave.

Railsbach, G. J. Railsbach & Bro., Grain Ashland, Neb.
 Rall, E. G. E. G. Rall Grain Co., 512 F. & M. Bk. Bldg., Ft. Worth, Tex.
 Ranken, Robert 505 N. Seventh st.
 Rankin, Joseph N. Y. Central Lines, Com'l Agent 523 Pierce Bldg.
 Rasseleur, Leo Rasseleur, Kammerer & Rasseleur, Attorney 406 Market st.
 Ravold, W. J. W. L. Green Com. Co. 206 Cham. of Com.
 Reardon, James A.
 Reber, H. Linton Kinloch Telephone Co., Secretary and G. M. Kinloch Bldg.
 Reed, Chas. J. Reed-Adam Co., 341 Pierce Bldg.
 Reichert, W. J. Reichert Milling Co. Freeburg, Ill.
 Reid, J. C. Corno Mills Co. 1020 Liggett Bldg.
 Reuter, H. D. Renter Milling Co. Flat River, Mo.
 Rhein, Walter Rhein Feed Co., Hay, Grain and Feed. Belleville, Ill.
 Richardson, Wm. F.
 Richmond, Manley G. Shaw & Richmond Produce Co. 829 N. Third st.
 Richter, Gustav Sachs, Richter Realty & Lumber Co. 200 Rialto Bldg.
 Richter, H. Edward Richter Grain Co., Grain and Hay, 305 Andrews Bldg., Cincinnati, Ohio
 Riddle, R. J. Tennessee Mill Co. Estill Springs, Tenn.

| Name. | Firm. | Business. | Location. |
|-----------------------------|------------------------------------|---------------------------|--------------------------------|
| Riederer, John..... | Slater Mill & Elevator Co. | | Slater, Mo. |
| Ring, John..... | | Provision Broker. | 508 Cham. of Com. |
| Roberts, Henry..... | | Grain | Tekamah, Neb. |
| Robinson, A. C..... | Hunter-Robinson-Wenz | Milling Co. | 921 Pierce Bldg. |
| Rock, Chas. F..... | Industrial Appliance Co. | | 424 Postal Tel. Bldg., Chicago |
| Roever, John C..... | Jno. C. Roever & Co., | Feed..... | 5601 Natural Bridge Road. |
| Roever, J. H..... | J. C. Roever & Co., | Hay & Grain. | 5601 Natural Bridge rd. |
| Rogers, Albert Jackson..... | Goffe & Carkener | Co. | 107 Cham. of Com. |
| Rooke, Wm. A..... | Logan & Bryan, | Broker..... | 210 Chamber of Commerce. |
| Rosa, Sol..... | American Metal Co., Limited. | | 1411 Third Nat'l Bk. Bldg. |
| Roskopf, Fred. W..... | Toberman, Mackey & | Co., Grain..... | 488 Pierce Bldg. |
| Ruemeli, R. A..... | | Broker..... | 511 Cham. of Com. |
| Rump, Aug..... | Merchants' Exchange | Flour Inspector..... | 4 N. Second st. |
| Rump, Herman A. Von..... | Seele Bros. Grain | Co. | 317 Cham. of Com. |
| Rumsey, Israel P..... | Rumsey & Co | Com..... | 80 Bd. of Trade Chicago. |
| Ryan, M. J..... | | | 419 Commercial Bldg. |
| Ryan, Wm. F..... | W. F. Ryan & Co., | Brokers..... | 455 Pierce Bldg. |
| Rycroft, Herbert E..... | Bartlett-Frazier Co., | Grain..... | West'n Union bldg., Chicago |
| Sale, S. B..... | | | Columbia Theater Bldg. |
| Samuel, Aderton..... | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| Samuel, Ed. M..... | E. M. Samuel & Co. | Com..... | 53 Bd. of Trade bldg., Chicago |
| Sartorius, Henry..... | Sartorius Prov. Co. | | 2784 Arsenal st. |
| Sauer, George Nicholas..... | Sauer Milling Co. | | Evansville, Ill. |
| Sauer, Philip E..... | Sauer Milling Co. | | Evansville, Ill. |
| Saunders, Lancelot..... | P. Saunders, | Broker..... | 204 N. Third st. |
| Saunders, Parker..... | | Broker..... | 204 N. Third st. |
| Savage, H. H..... | W. L. Green Com. Co. | | 308 Cham. of Com. |
| Sayers, Rich. M..... | | | 502 Cham. of Com. |
| Schaaf, Edward..... | St. Marys Mill Co. | | St. Marys, Mo. |
| Schacht, Chas..... | Union Roller Milling Co. | | Pocahontas, Ills. |
| Schaeffer, Geo..... | Schaeffer Bros. & Powell Mfg. Co., | Soap and Candles, | |
| | | Barton and Kosciusko sts. | |
| Schaeffer, Jacob..... | Schaeffer Bros. & Powell Mfg. Co., | Soap and Candles, | |
| | | Barton and Kosciusko sts. | |
| Schaeperkoetter, Edw..... | Schaeperkoetter Cooperage Co. | | 1221 Montgomery st. |
| Scharff, Edward E..... | Nicholas Scharff & Sons Grocer Co. | | 801 Spruce st. |
| Scharff, Nicholas..... | | | |
| Schawacker, C..... | | Livery..... | 414 S. Third st. |
| Scheitlin, Chas..... | Scheitlin & Hoffman, | | 820 N. Third st. |
| Schisler, Arthur W..... | Schisler & Kaercher, | Seeds..... | 710 N. Fourth st. |
| Schlocke, Henry F..... | | Groceries and Feed..... | 8720 Evans ave. |
| Schnell, J. R..... | | | Harrisonville, Mo. |
| Schoen, Isaac A..... | | | 202 N. Main st. |
| Schoening, Edw. F..... | Columbia Star Milling | Co. | Columbia, Ill. |
| Schreiner, Chas. A..... | Schreiner Grain Co., | Commission..... | 115 Cham. of Com. |
| Schreiner, Jacob..... | Schreiner Grain Co., | Commission..... | 115 Cham. of Com. |
| Schuermann, Julius..... | O'Connor Market Reporter Co. | Reporter..... | 216 Market st. |
| Schuler, John G..... | German Mutual Life Ins. Co. | | 1102 Third Nat'l Bank Bldg. |
| Schulte, John J..... | Geo. J. Schulte & Co., | Commission..... | 511 Cham. of Com. |
| Schultz, Arthur W..... | Schultz & Niemeier | Com. Co. | 305 Cham. of Com. |
| Schultz, Henry C..... | Schultz & Niemeier | Com. Co. | 305 Cham. of Com. |
| Schultz, Chas. O..... | | | 52 Gay Bldg. |
| Schultz, John..... | Schultz, Baujan & Co., | Millers..... | Beardstown, Ill. |
| Schultz, Louis F..... | Schultz & Niemeier Com. | Co. | 305 Cham. of Com. |
| Schulz, Henry..... | Schulz Bros. Feed Co. | | Webster Groves, Mo. |
| Schulz, John..... | John Schulz Feed Co., | Feed..... | 6535 Manchester ave. |
| Schulz, Otto J..... | Zelle Bros. F. & C. Co., | | 702 N. Third st. |
| Schurmann, Ed..... | Hanover Star Milling | Co. | Germantown, Ill. |
| Schurmann, Henry..... | Hanover-Star | Milling Co | Germantown, Ill. |

| Name. | Firm. | Business. | Location. |
|-------------------------|--------------------------------------|-----------------------------|-------------------------------------|
| Schwabe, E. F. W. | W. J. Lemp Brewing Co. | | 18th and Cherokee st. |
| Schwartz, Edwin | M. Schwartz & Son, | Feed. | 3542 Missouri ave. |
| Scott, Robt. F. | Picker & Beardsley Com. Co. | | 118 N. Main st. |
| Scott, W. S. | Mo. and Ill. Coal Co. | | 806 Mermod-Jaccard Bldg. |
| Soullin, John | | | 818 Security Building. |
| Sears, W. H. | | | St. Louis-Union Trust Co. |
| Sears, Gilbert | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Seaver, James E. | Moore-Seaver Gr. Co. | | 520 Bd. of Trade, Kansas City, Mo. |
| Sebastian, Henry W. | | | 202 Houser Bldg. |
| Seele, Edw. C. | Seele Bros. Grain Co. | | 317 Cham. of Com. |
| Seele, Eugene W. | Seele Bros. Grain Co. | | 317 Cham. of Com. |
| Seele, F. W. | Seele Bros. Grain Co., | Commission. | 317 Cham. of Com. |
| Seele, W. C. | Seele Bros. Grain Co. | | 317 Cham. of Com. |
| Segrave, John K. | C. B. Munday & Co. | | Litchfield, Ill. |
| Sehlinger, Anton | Sehlinger Grain Co. | | Belleville, Ill. |
| Seipp, Philip W. | A. O. Slaughter & Co. | Brokers. | 110 W. Monroe st., Chicago |
| Senter, Charles Parsons | Senter Com. Co. | | 27 S. Third st. |
| Sessinghaus, Wm. | Wm. Sessinghaus Milling Co. | | 1441 St. Louis ave. |
| Sewell, J. M. | E. A. Twidale Grain Co. | | Hastings, Neb. |
| Seybt, Charles H. | Highland Milling Co. | | 612 Merchants'-Laclede Bldg. |
| Shapleigh, A. L. | Shapleigh Hardware Co. | | 4th & Washington ave. |
| Shields, Edwin W. | Simonds-Shields Grain Co. | | B. of T., Kansas City, Mo. |
| Shields, George H. | Shields & Shields | | 926 Title Guarantee Bldg. |
| Shirmer, Philip F. | | | 5009 Maple ave. |
| Sholes, W. O. | Langenberg Bros. & Co. | | 518 Cham. of Com. |
| Siddons, Geo. S. | Atlanta, Birmingham & Atlantic B. R. | | 631 Pierce Bldg. |
| Siemers, Geo. F. | | | 311 Cham. of Com. |
| Sieving, F. A. | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| Simon, Chas. G. | Great Western Feed Co. | | Chouteau ave. & Mo. Pac. tracks |
| Simmons, E. C. | Simmons Hardware Co. | | Ninth and Spruce sts. |
| Simpson, C. B. | C. B. Simpson & Co. | | 311 Cham. of Com. |
| Skrainka, Fred | | | West End Hotel. |
| Slack, B. L. | Cochrane Motor Sales Co. | | 3133 Locust st. |
| Slade, Chas. | | | Purcell B. & T. Co., Purcell, Okla. |
| Sloan, William P. | | | 507 Nat'l Bk. of Commerce Bldg. |
| Smith, C. B. | | | 1038 Nat'l Bank of Com. Bldg. |
| Smith, Eugene | Merchants' Exchange, | Secretary. | Cham. of Com. |
| Smith, H. H. | Golden Grain Milling Co., | Ass't Sec'y and Pur. Agent, | East St. Louis, Illa. |
| Smith, J. Allen | J. Allen Smith & Co., | Millers. | Knoxville, Tenn. |
| Smith, Robt. E. | | | |
| Smith, S. Jenks | | Broker. | Cham. of Com. |
| Smith, Wm. E. | Plant Seed Co. | | 802 N. Main st. |
| Smith, W. P. | Southern Ry. | Con't Agent. | 218 Pierce Bldg. |
| Snodgrass, John T. | Snodgrass & Co. | Grain. | 611 Bd. Trd., Kansas City, Mo. |
| Sparks, Charles F. | Sparks Milling Co. | | Alton, Ill. |
| Sparks, Hosea B. | Sparks Milling Co. | | Alton, Ill. |
| Sparks, H. J. | The Brecht Co. | | Twelfth st. and Cass ave. |
| Spelbrink, Louis | Louis Spelbrink L. & U. Co., | Livery Stable. | 1821 Franklin ave. |
| Spellman, John W. | Spellman & Co. | Grain. | Lincoln, Ill. |
| Stanard, Edwin | Stanard-Tilton Milling Co. | | 1015 Pierce Bldg. |
| Stanard, E. O. | Stanard-Tilton Milling Co. | President. | 1015 Pierce Bldg. |
| Stanard, W. K. | Stanard-Tilton Milling Co. | Vice-President. | 1015 Pierce Bldg. |
| Steele, Joseph W. | Jos. W. Steele & Co. | Printers. | 18 N. Third st. |
| Steed, Sylvester P. | Jones-Wise Com. Co. | Grain. | 515 Cham. of Com. |
| Steigers, D. H. | St. Louis Hide and Tallow Co. | | 5145 N. Second st. |
| Steinmesch, Harry J. | Steinmesch Feed & P. S. Co. | | 230 Market st. |
| Steinmesch, Henry | Steinmesch F. & P. S. Co. | | 220 Market st. |
| Stephens, Jefferson | | | |
| Stephens, Philip A. | | Grain. | 310 Cham. of Com. |
| Stewart, A. C. | Stewart, Bryan & Williams | | 1805 Pierce Bldg. |
| Stewart, A. W. | | | 5261 Washington ave. |
| Stewart, H. B. | C. J. Stewart & Co. | Lumber and Grain. | Chariton, Ia. |
| Stewart, Wallace E. | Ware & Leland, | | 209 Cham. of Com. |

| Name. | Firm. | Business. | Location. |
|------------------------|--------------------------|------------------|------------------------------------|
| Stiers, Frank A. | | Contractor. | 4171 W. Belle pl. |
| Stifel, H. C. | Alzheimer & Rawlings | Investment Co. | 207 N. Broadway |
| Stifel, Otto Fred'k. | Union Brewing Co. | Brewing. | 8146 Gravois ave. |
| Stith, W. C. | Terminal R. R. Ass'n | Traffic Manager. | 118 Rialto Bldg. |
| Stone, R. C. | Stone & Watts | | 320 Cham. of Com. |
| Stott, David. | David Stott | Flour Mill. | Detroit, Mich. |
| Stover, W. D. | Star Union Line | Agent. | 226 Pierce Bldg. |
| Strain, Arthur R. | Robt. B. Brown Oil Co. | Oil Mfrs. | 2745 Papin st. |
| Stream, John J. | J. C. Shaffer & Co. | | 234 S. LaSalle st., Chicago. |
| Stroud, H. L. | Citizens' Bank of Rogers | | Rogers, Ark. |
| Stuever, Anton C. | Highland Fire Clay Co. | | Macklind and Berthold aves. |
| Sturtevant, Henry D. | Shearson-Hammill & Co. | | 78 W. Adams st., Chicago |
| Sullivan, John F. | | | 400 Cham. of Com. |
| Sullivan, Patrick. | | | 3440 Keokuk st. |
| Summa, Emil. | Cuba Roller Mills Co. | | Cuba, Mo. |
| Sutherland, William H. | Cairo Milling | Co. | Cairo, Ill. |
| Swartz, Frederick C. | Sherry-Bacon Grain | Co. | 218 Cham. of Com. |
| Swift, W. H. | Fruin, Bambrick Con. Co. | Contractors. | 905 Chemical Bldg. |
| Swygard, W. B. | | Broker. | 5386 Ridge ave. |
| Sykes, G. A. | St. Louis Com. Co. | | 208 N. Main st. |
| | | | |
| Taaffe, B. P. | | | 4284 Flora ave. |
| Talbott, O. A. | O. A. Talbott & Co. | Grain and Seed. | Keokuk, Iowa |
| Tansey, Geo. J. | St. Louis Transfer Co. | President. | 400 S. Broadway |
| Tate, Wm. R. | Tate, Logan & Co. | Grain and Hay. | 404 Cham. of Com. |
| Taylor, Wm. H. | | Insurance. | 308 Odd Fellows' Bldg. |
| Taylor, E. M. | | Commission. | 509 Cham. of Com. |
| Taylor, C. H. | F. C. Taylor & Co. | Commission. | Main and Walnut sts. |
| Taylor, J. B. | J. B. Taylor Grain Co. | | 1028 Pierce Bldg. |
| Teasdale, Thos. B. | J. H. Teasdale Com. | | 103 Cham. of Com. |
| Teasdale, J. W. | J. W. Teasdale & Co. | Dried Fruits. | 806 Spruce st. |
| Teasdale, J. Waller. | J. H. Teasdale Com. | | 103 Cham. of Com. |
| Teasdale, Geo. W. | J. W. Teasdale & Co. | Dried Fruits. | 806 Spruce st. |
| Teasdale, J. W., Jr. | J. W. Teasdale & Co. | Dried Fruit. | 806 Spruce st. |
| Teichmann, Chas. H. | | | 62 Gay Building. |
| Teichmann, Otto L. | German-American Bank | President. | 4th and Franklin ave. |
| Telthorst, Herman. | | Flour and Feed. | 7501 S. Broadway. |
| Temple, Harry. | P. Peckham Liquor Co. | | 418 Locust st. |
| Temple, Joseph. | Adams Express Co. | General Agent. | 410 N. Fourth st. |
| Templeman, W. J. | Templeman & Co. | Produce. | 808 N. Third st. |
| TenBroek, Gerrit H. | | Attorney. | 717 Locust st. |
| Tesson, George B. | Nanson Com. Co. | | 202 Chamber of Commerce. |
| Theiss, Harry E. | Theiss Bros. & Milleson | Hay and Grain. | 217 St. Clair ave., East St. Louis |
| Thompson, C. McClung. | C. L. Thompson & Son | Insurance. | 1348 Pierce Bldg. |
| Thompson, Joseph B. | | | 4615 Westminster place |
| Thompson, R. P. | Mo. Fidelity & Casualty | Co., Insurance, | Resident Manager, 648 Pierce Bldg. |
| Thompson, S. A. | W. H. Thompson Inv. Co. | | 403 Bank of Commerce Bldg. |
| Thomson, Wm. A. | W. A. Thomson & Co. | Grain. | Louisville, Ky. |
| Thurnau, Arnold. | Arnold Thurnau | Grain. | 514 Cham. of Com. |
| Tice, Vilray C. | Goffe & Carkener Co. | Commission. | 107 Cham. of Com. |
| Tiedemann, Geo. W. | Chas. Tiedemann | Milling Co. | O'Fallon, Ill. |
| Tilton, Edgar D. | Stanard-Tilton | Milling Co. | 1015 Pierce Bldg. |
| Toberman, M. E. | Toberman, Mackey & Co. | Hay and Grain. | Pierce Bldg. |
| Toberman, Walter H. | Toberman, Mackey & Co. | | 436 Pierce Bldg. |
| Tontrup, Louis H. | Papin & Tontrup | Real Estate. | 626 Chestnut st. |
| Townsend, F. C. | Townsend Com. Co. | | 827 N. Third st. |
| Trimble, C. H. | Atlantic Coast Line | Agent. | 808 Pierce Bldg. |
| Tumbach, C. | McCullough & Tumbach | Commission. | 112 N. Main st. |

| Name | Firm. | Business. | Location. |
|----------------------|---|------------------|--|
| Tune, Lewis T. | The Bradstreet Co. | Commission | 219 Security Building. |
| Tunstall, R. B. | | | 901 Pierce Bldg. |
| Turner, G. A. | Turner Grain Co. | Grain Commission | 421 Cham. of Com. |
| Turner, V. P. | Turner-Hudnut Co. | Grain | 101 S. Mary st., Pekin, Ills. |
| Twamley, J. F. | J. F. Twamley Son & Co. | Grain, | Fourteenth and Izard sts., Omaha, Neb. |
| Udell, C. E. | C. E. Udell & Co. | Cheese | 410 N. Second st. |
| Udlike, N. B. | Udlike Grain Co. | | 240 Omaha Nat'l Bank Bldg., Omaha, Neb. |
| Uthoff, Victor | Uthoff & Vernarde, | Grain, | R. R. No. 11, Jefferson Barracks, Mo. |
| Vahlkamp, Henry | W. J. Lemp Brew. Co. | Secretary | 13th and Cherokee sts. |
| Valler, Chas. E. | Valler & Spies Milling Co. | | 913 Pierce Bldg. |
| Valler, Louis A. | Valler & Spies Milling Co. | | 913 Pierce Bldg. |
| Valler, Robt. C. | Valler & Spies Mfg. Co. | | 913 Pierce Bldg. |
| Van Nuy, John M. | Parker & Graff | | 17 Cham. of Com., Peoria, Ills. |
| Vaughan, Wm. L. | | Attorney | 121 Cham. of Com. |
| Veninga, George A. | G. A. Veninga & Co. | | 512 Pierce Bldg. |
| Vincent, J. F. | Smith, Vincent & Co. | Commission | 72 Gay Building. |
| Vogeler, Julius | | Grocer and Com. | 226 Market st. |
| Vogel, Charles F. | | Real Estate | 624 Chestnut st. |
| Voll, Edgar P. | Bolz-McBride Cooperage Co. | | 1006 New Bank of Commerce Bldg. |
| Voris, George W. | | Grain and Hay | Stewardson, Ill. |
| Wachter, Gustave W. | Chris. Sharp Com. Co. | | 1019 Pierce Bldg. |
| Waddock, Frank B. | O'Connor Market Reporter Co. | | 216 Market st. |
| Waddock, Frank G. | O'Connor Market Reporter Co. | | 216 Market st. |
| Wade, Festus J. | Mercantile Trust Co. | President | Eighth and Locust sts. |
| Waggoner, E. L. | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Waggoner, Wm. H. | Waggoner-Gates Milling Co. | | Independence, Mo. |
| Wagner, C. Corwith | Payne & Becker, | Brokers | 100 Chemical Bldg. |
| Wagner, E. W. | E. W. Wagner & Co. | Grain | 99 Bd. of Trade, Chicago |
| Wagoner, Geo. C. R. | Wagoner Undertaking Co. | | 3621 Olive st. |
| Wagoner, Harry E. | Wagoner Merc. Co. | President | 1828 Pine st. |
| Wahl, J. B. | John Wahl Com. Co. | | Pierce Bldg. |
| Wahl, Edwin L. | John Wahl Com. Co. | | Pierce Bldg. |
| Waldeck, Jacob C. C. | Waldeck Pkg. Co. | | Montrose and LaSalle st. |
| Walker, G. H. | G. H. Walker & Co. | Brokers | 307 N. Fourth st. |
| Walker, Robert N. | Kehlror Flour Mill Co. | | 401 Cham. of Com. |
| Walker, W. C. | | Real Estate | 506 Bk. of Com. Bldg. |
| Wall, Nicholas R. | N. E. Wall & E. T. Campbell Agency Co. | | 104 N. 4th st. |
| Wallace, Mahlon B. | Samuel Cupples W. W. Co. | | 401 S. Seventh st. |
| Wallace, Fred. L. | Security Elev. & W. H. Co., | Manager | 308 Cham. of Com. |
| Walsh, Julius S. | Miss. Valley Trust Co. | President | 201 N. Fourth st. |
| Walsh, Edward J. | Mississippi Glass Co. | | 4100 N. Main st. |
| Walsh, C. K. D. | St. Louis Merchants' Bridge & Terminal Co., | | |
| | Vice-President, | | 118 Rialto Bldg. |
| Waltke, Louis Alvin | Wm. Waltke & Co., | Soap | E. Grand ave. and 2nd st. |
| Waltke, Louis H. | Wm. Waltke & Co., | Soap | E. Grand ave. and 2nd st. |
| Wangler, Joseph F. | J. F. Wangler B. & S. W. Co., | President | 1547 N. Ninth st. |
| Wangler, Joseph A. | J. F. Wangler B. & S. W. Co., | Secretary | 1547 N. Ninth st. |

| Name. | Firm. | Business. | Location. |
|----------------------|---------------------------------|---|-------------------------------------|
| Ward, W. E. | Harper & Ward, | Grain Commission, 307 Fleming Bldg., | Des Moines, Ia. |
| Ware, J. H. | Ware & Leland, | Com. 160 W. Jackson boulv., | Chicago |
| Warren, John A. | | Deceased... | |
| Warterfield, W. M. | Neil & Shafner Grain | Co. | Nashville, Tenn. |
| Wasserfall, O. J. | Tate, Logan & Co. | | 404 Cham. of Com. |
| Washburn, John | Washburn, Crosby Co., | | Minneapolis, Minn. |
| Washer, S. R. | The S. R. Washer Grain Co., | | Atchison, Kas. |
| Wasson, H. D. | | Broker. | Cham. of Com. |
| Waterworth, Jas. A. | Mo. Inspection Bureau. | | Pierce Bldg. |
| Watson, Henry P. | Watson & Co., | Broker. 420 C. of C., | Minneapolis, Minn. |
| Watson, John H. | St. Louis Grain Clearing Co. | | 312 Cham. of Com. |
| Watts, T. G. | T. G. Watts & Son, | Real Estate. | Leathie Bldg. |
| Weller, Charles G. | J. B. Taylor Gr. Co., | | 1028 Pierce Bldg. |
| Weissenborn, S. A. | S. A. Weissenborn & Son, | Coal. | 313 Olive st. |
| Weissman, Sam'l. | Priwer Feed Co., | Hay and Grain. | East St. Louis |
| Wells, Rolla. | | | 306 LaSalle Bldg. |
| Wenneker, Chas. F. | Blanke-Wenneker | Candy Co. | 608 Market st. |
| Wenz, Charles A. | Hunter-Robinson-Wenz | Milling Co. | 921 Pierce Bldg. |
| Werner, Percy | | Attorney at Law. | 720 Rialto Bldg. |
| Werth, G. L. | J. E. Werth & Bro., | Insurance. | 313 Chestnut st. |
| Werthan, Morris | St. Louis Bag & Burlap | Co. | 325 N. Main st. |
| Whitaker, Edwards | Whitaker & Co., | Brokers. | 300 N. Fourth st. |
| White, Chas. E. | Fulton Bag & Cotton | Mills Co. | 612 S. Seventh st. |
| White, Edward W. | Central of Ga. Ry. Co., | G. W. A. | 504 Houser Bldg. |
| Whitehead, S. A. | Nanson Commission | Co. | 202 Chamber of Commerce. |
| Whitehill, Thomas H. | Citizens' Ins. Co., | Insurance. | 815 Pierce Bldg. |
| Whitelaw, Oscar L. | Whitelaw Bros., | Paints and Oils. | 409 N. Second st. |
| Whitelaw, Robt. H. | Whitelaw Bros., | Paints and Oils. | 409 N. Second st. |
| Whittemore, F. C. | F. Churchill Whittemore Co., | Insurance. | 120 N. Fourth st. |
| Wiedmer, John | Springfield Filler Co. | | 620-631 Pierce Bldg. |
| Wiener, I. M. | | | 208 Wainwright Building. |
| Wiener, Adolph | | | Wainwright Building. |
| Wiese, H. A. | Iowa Grain Co. | | 600 Oakland ave., Cedar Rapids, Ia. |
| Wilder, C. A. | Wilder & Shotwell, | Grain. | Ladsonia, Mo. |
| Wilson, Allan B. | Jones Grain Co. | | Nebraska City, Neb. |
| Wilson, Chas. A. | Barron & Wilson, | Grain Samplers. | 120 Cham. of Com. |
| Wise, Henry M. | Jones-Wise Com. Co., | Grain and Hay. | 515 Cham. of Com. |
| Wismath, John | | | |
| Witte, Otto H. | Witte Hardware Co. | | 704 N. Third st. |
| Woelfe, Matt. | Baur Flour Co., | V. P. | 807 N. Second st. |
| Wolf, Wm. G. | Picker & Beardsley, | Commission. | 118 N. Main st. |
| Woodlock, Frank D. | | Commission. | 314 Cham. of Com. |
| Woods, W. K. | Ralston Purina Co., | | Eighth and Gratiot sts. |
| Woodworth, E. S. | E. S. Woodworth & Co., | Commission. | Minneapolis, Minn. |
| Wooldridge, O. J. | Fuller-Wooldridge Com. Co., | Grain. | 304 Cham. of Com. |
| Wrape, Henry | American Carbon & Battery Co. | | 509 Olive st. |
| Wright, C. L. | John Wahl Com. Co. | | Pierce Bldg. |
| Wright, J. H., Jr. | Nebraska-Iowa Grain Co., | Grain, | 764 Brandeis Bldg., Omaha, Neb. |
| Wright, J. L. | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Wunderlich, Chas. | Chas. Wunderlich | Cooperage Co. | 2210 N. Ninth st. |
| Young, Albert B. | Bemis Bros. Bag Co. | | Fourth and Poplar sts. |
| Young, D. W. | | Real Estate. | 4559A Garfield ave. |
| Young, F. N. | Mound City Elevator & Grain Co. | | Second and Branch sts. |
| Young, H. T. | Erle Despatch, | Agent. | 423 Pierce Bldg. |

| Name. | Firm. | Business. | Location. |
|--------------------------|--------------------------------|------------------------|--------------------|
| Zenk, Philip John..... | Wermeier & Zenk, |108 Missouri av., | E. St. Louis, Ill. |
| Zerse, Hiram O..... | B. H. Lang & Co., | Commission..... | 504 Cham. of Com. |
| Ziebold, Geo. W..... | Waterloo Milling Co. | ..... | Waterloo, Ills. |
| Zimmermann, Phil. L..... | Dreyer Com. Co., | Brokerage..... | 412 Cham. of Com. |
| Zingre, Albert J..... | Independent Grain & Lumber Co. | ..... | Mason City, Ia. |
| Zirnheld, E. J..... | Zirnheld Flour Co. | | 1432 N. Broadway |
| Zirnheld, Joseph..... | Zirnheld Flour Co. | | 1422 N. Broadway |

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ANNUAL STATEMENT
OF THE
TRADE AND COMMERCE
OF ST. LOUIS.
FOR THE YEAR 1914.
REPORTED TO THE



MERCHANTS' EXCHANGE
OF ST. LOUIS.

BY
EUGENE SMITH, SECRETARY

ANNUAL STATEMENT
OF THE
Trade and Commerce
OF
SAINT LOUIS,
FOR THE YEAR 1914,
REPORTED TO THE
Merchants' Exchange of St. Louis,
BY
EUGENE SMITH, SECRETARY.



ST. LOUIS, MO.
PRESS OF R. P. STUDLEY & CO.
1915.

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

| Year. | President. | Vice-Presidents. |
|-------|----------------------|----------------------|
| 1862 | Henry J. Moore. | C. S. Greeley. |
| 1863 | George Partridge. | C. S. Greeley. |
| 1864 | Thomas Richeson. | Barton Able. |
| 1865 | Barton Able. | E. O. Stanard. |
| 1866 | E. O. Stanard. | Alex. H. Smith. |
| 1867 | C. L. Tucker. | Edgar Ames. |
| 1868 | John J. Roe. | Geo. P. Plant. |
| 1869 | Geo. P. Plant. | H. A. Homeyer. |
| 1870 | Wm. J. Lewis. | G. G. Waggaman. |
| 1871 | Gerard B. Allen. | R. P. Tansey. |
| 1872 | R. P. Tansey. | Wm. H. Soudder. |
| 1873 | Wm. H. Scudder. | S. M. Edgell. |
| 1874 | Web M. Samuel. | L. L. Ashbrook. |
| 1875 | D. P. Rowland. | John P. Meyer. |
| 1876 | Nathan Cole. | John Wahl. |
| 1877 | John A. Scudder. | N. Schaeffer. |
| 1878 | Geo. Bain. | H. C. Haarstick. |
| 1879 | John Wahl. | Michael McEnnis. |
| 1880 | Alex. H. Smith. | Chas. E. Slayback. |
| 1881 | Michael McEnnis. | John Jackson. |
| 1882 | Chas. E. Slayback. | Chas. F. Orthwein. |
| 1883 | J. C. Ewald. | D. R. Francis. |
| 1884 | D. R. Francis. | John P. Keiser. |
| 1885 | Henry C. Haarstick. | S. W. Cobb. |
| 1886 | S. W. Cobb. | Chas. H. Teichmann. |
| 1887 | Frank Gaiennie. | Louis Fusz. |
| 1888 | Chas. F. Orthwein. | J. H. Teasdale. |
| 1889 | Chas. A. Cox. | Hugh Rogers. |
| 1890 | John W. Kauffman. | Marcus Bernheimer. |
| 1891 | Marcus Bernheimer. | Geo. H. Plant. |
| 1892 | Isaac M. Mason. | Wm. T. Anderson. |
| 1893 | W. T. Anderson. | Roger P. Annan. |
| 1894 | A. T. Harlow. | Wm. G. Boyd. |
| 1895 | Wm. G. Boyd. | Geo. H. Small. |
| 1896 | Thos. Booth. | C. Marquard Forster. |
| 1897 | C. H. Spencer. | Amedee B. Cole. |
| 1898 | H. F. Langenberg. | Chris. Sharp. |
| 1899 | Chris. Sharp. | Henry H. Wernse. |
| 1900 | Wm. P. Kennett. | Oscar L. Whitelaw. |
| 1901 | Oscar L. Whitelaw. | Wm. T. Haarstick. |
| 1902 | Wm. T. Haarstick. | Geo. J. Tansey. |
| 1903 | Geo. J. Tansey. | T. R. Ballard. |
| 1904 | T. R. Ballard. | Wm. A. Gardner. |
| 1905 | H. H. Wernse. | Otto L. Teichmann. |
| 1906 | Otto L. Teichmann. | Manley G. Richmond. |
| 1907 | Manley G. Richmond. | William H. Danforth. |
| 1908 | George H. Plant. | Edward Devoy. |
| 1909 | Edward Devoy. | Edward E. Scharff. |
| 1910 | Edward E. Scharff. | Manning W. Cochrane. |
| 1911 | Manning W. Cochrane. | Nat. L. Moffitt. |
| 1912 | James W. Garneau. | C. Bernet. |
| 1913 | Christian Bernet. | John L. Messmore. |
| 1914 | John L. Messmore. | Marshall Hall. |
| 1915 | Marshall Hall. | Roger P. Annan, Jr. |
| | Roger P. Annan, Jr. | Thos. K. Martin. |

Secretary and Treasurer.

| | | |
|-----------|-----------|------------------|
| 1862 | - - - - - | Clinton B. Flak. |
| 1863-64 | - - - - - | J. H. Alexander. |
| 1865-1911 | - - - - - | Geo. H. Morgan. |
| 1912-1915 | - - - - - | Eugene Smith. |

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1914.

PRESIDENT.

MARSHALL HALL.

FIRST VICE-PRESIDENT, ROGER P. ANNAN, JR.
SECOND VICE-PRESIDENT, GEORGE C. MARTIN, JR.

DIRECTORS.

1914.

**CHRISTIAN BERNET,
CHARLES L. NIEMEIER,
W. H. TOBERMAN,
CARY H. BACON,
CLAUDE A. MORTON,**

1914-1915.

**JOHN L. MESSMORE,
L. RAY CARTER,
BEN. S. LANG,
GEORGE HARSH,
HARRY E. HALLIDAY.**

EUGENE SMITH, SECRETARY AND TREASURER.
PERCY WERNER, ATTORNEY.

COMMITTEE OF APPEALS.

| | |
|---------------------------|-----------------------------|
| ROBERT W. POMMER, | FERD. P. MEYER. |
| JOHN H. LOUDERMAN, | ARTHUR T. LEONHARDT, |
| C. J. KEHOE, | ROBERT C. NAPIER, |
| K. B. HANNIGAN, | HERBERT N. MANNING, |
| CHRIST. H. HILKE, | GEORGE LANG, |
| ROBERT F. GREVE, | WM. C. MCCOY. |

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**JAMES M. GETTYS,
BEN. P. CORNELL,
ELBERT HODGKINS,
FRED. W. LANGENBERG,
ROBERT J. BERGMANN,**

SECOND SIX MONTHS.

**LOUIS A. VALIER,
A. C. BERNET,
ALFRED C. CARR,
J. PAUL BERGER,
C. F. BEARDSLEY.**

REAL ESTATE.

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| | |
|-----------------------------|--------------------------|
| ROGER P. ANNAN, JR., | JOHN L. MESSMORE, |
| GEO. C. MARTIN, JR., | CHRISTIAN BERNET. |

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COMMITTEES AND INSPECTORS FOR 1914.

TRAFFIC BUREAU.

Board of Managers.

CLAUDE A. MORTON, Chairman.

| | | |
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| LOUIS A. VALIER, Vice-Chairman. | CHAS. RIPPIN, Commissioner. | |
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COMPLAINTS.

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|----------------------|----------------|-------------------|
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RULES.

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CONTRACTS FOR FUTURE DELIVERY.

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GRAIN.

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VICTOR ALBRECHT, Vice-Chairman.

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FLOUR INSPECTOR.

AUGUST RUMP.

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| | J. C. C. WALDECK. | |

COMMITTEES AND INSPECTORS, 1914—Continued.

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SEED AND CASTOR BEAN INSPECTOR.

W. F. CHAMBERLAIN.

HAY.

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HENRY W. MAOK. C. H. MEYER, DAN. S. MULLALLY.

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LOUIS AND PLACES CONTIGUOUS THERETO.

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JOHN L. MESSMORE, Chairman.

JAS. P. BURDEAU, JOHN E. MASSENGALE, JACOB SCHREINER,
ALEX. H. SMITH.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1915.

PRESIDENT.

ROGER P. ANNAN, JR.

FIRST VICE-PRESIDENT,

THOS. K. MARTIN.

SECOND VICE-PRESIDENT,

CARY H. BACON.

DIRECTORS.

1915.

JOHN L. MESSMORE,
L. RAY CARTER,
BEN. S. LANG,
GEORGE HARSH,
EDWARD C. ANDREWS,

1915-1916.

MARSHALL HALL,
CARL H. LANGENBERG,
WM. M. LOUDERMAN,
MARTIN J. MULLALLY,
HARRY E. PAPIN.

EUGENE SMITH, SECRETARY AND TREASURER.

PERCY WERNER, ATTORNEY.

COMMITTEE OF APPEALS.

W. J. EDWARDS,
ALFRED C. CARR,
J. J. P. LANGTON,
SAMUEL PLANT,
ADOLPH CORNELI,
FRED. W. LANGENBERG,

C. F. BEARDSLEY,
H. W. DAUB,
WM. T. BROOKING,
LOUIS A. VALIER,
J. PAUL BERGER,
LOUIS F. SCHULTZ.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

ALBERT J. ROGERS,
J. ORAN ALLEN,
JOHN J. O'ROURKE,
HENRY HUNTER,
WALLACE E. STEWART,

SECOND SIX MONTHS.

W. C. SEELE,
HORACE F. KETCHUM,
LUDWIG HESSE,
AUG. J. BARNIDGE,
J. C. BROCKMEIER.

REAL ESTATE COMMITTEE.

ROGER P. ANNAN, JR., Chairman.

THOMAS K. MARTIN,
CARY H. BACON,

MARSHALL HALL,
JOHN L. MESSMORE.

HONORARY MEMBERSHIP COMMITTEE.

H. F. LANGENBERG, Chairman.

CHARLES A. COX,
HENRY C. HAARSTICK,
ALEXANDER H. SMITH,

GEORGE J. TANSEY,
OTTO L. TEICHMANN,
OSCAR L. WHITELAW.

FINANCE COMMITTEE.

MARSHALL HALL, Chairman.

JOHN L. MESSMORE, Vice-Chairman.

CHRISTIAN BERNET,
WM. M. LOUDERMAN,

L. RAY CARTER,

MEMBERSHIP COMMITTEE.

BEN. S. LANG, Chairman.

CARY H. BACON,

L. RAY CARTER.

COMMITTEES AND INSPECTORS FOR 1915.

TRAFFIC BUREAU.

Board of Managers.

CLAUDE A. MORTON, Chairman.
LOUIS A. VALIER, Vice-Chairman. CHAS. RIPPIN, Commissioner.
EDWARD C. ANDREWS, J. O. BALLARD, A. E. BERNET,
B. P. ATWOOD, CHAS. F. BEARDSLEY, E. T. HEZEL,
MAXWELL KENNEDY, JOHN D. MULLALLY, FRED. W. LANGENBERG,
GEORGE F. POWELL, ADERTON SAMUEL, FRED. L. WALLACE.

DEPARTMENT OF WEIGHTS.

GEORGE HARSH, Chairman.

ROBERT C. VALIER, Vice-Chairman. JOHN DOWER, Supervisor.
W. J. EDWARDS, ERICH PICKER, GEO. C. MARTIN, Jr.
HERMAN A. VON RUMP, JOHN L. WRIGHT.

COMPLAINTS.

CARY H. BACON, Chairman.

WILBUR B. CHRISTIAN. G. A. VENINGA, N. L. MOFFITT,
V. M. JONES.

RULES.

THOS. K. MARTIN, Chairman.

JAMES M. GETTYS, FRED W. SEELE, CLAUDE A. MORTON,
THOMAS B. TEASDALE.

CONTRACTS FOR FUTURE DELIVERY.

MARTIN J. MULLALLY, Chairman.

M. J. CONNOR, HARRY W. DAUB, J. O. BALLARD,
W. C. SEELE.

SPECIAL APPEALS.

WM. M. LOUDERMAN, Chairman.

C. L. CARTER, ED. F. CATLIN, TRAVE ELMORE,
THOS. H. FRANCOIS, A. C. ROBINSON, S. A. WHITEHEAD.

MARKET REPORTS.

CARL H. LANGENBERG, Chairman.

WALLACE E. STEWART, JOHN LOUDERMAN, NAT. L. MOFFITT,
JACOB SCHREINER.

GRAIN.

EDWARD C. ANDREWS, Chairman.

HENRY C. SCHULTZ, WM. T. HILL, E. L. WAGGONER,
SAMUEL PLANT, GILBERT SEARS, C. F. BEARDSLEY.

BARLEY.

FRED. C. ORTHWEIN, Chairman.

F. W. FEUERBACHER, HENRY GREVE, WM. J. LEMP,

FLOUR INSPECTION.

HENRY BURG, Chairman.

VICTOR ALBRECHT, Vice-Chairman.

CHRISTIAN BERNET, C. J. HANEBRINK, FRED. HATTERSLY,
ROBT. H. LEONHARDT.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

J. J. P. LANGTON, Chairman.

HUGH FERGUSON, JAMES M. GETTYS, SAMUEL GORDON,
J. C. C. WALDECK.

COMMITTEES AND INSPECTORS FOR 1915—Continued.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

FRED. S. PLANT, Chairman.

J. PAUL BERGER, CHARLES E. PRUNTY, ARTHUR W. SCHISLER.

SEED AND CASTOR BEAN INSPECTOR.

CHARLES A. WILSON.

HAY.

WALTER H. TOBERMAN, Chairman.

D. W. CLIFTON, Secretary.

HENRY W. MACK, DAN. S. MULLALLY, C. H. MEYER,

JOHN J. SCHULTE, F. M. MCCLELLAND.

The Committee are Inspectors of Hay at St. Louis and East St. Louis and places contiguous thereto.

PRODUCE.

MANLEY G. RICHMOND, Chairman.

F. S. HAUEISSEN, LOUIS A. JASPER, W. J. TEMPLEMAN.

FLOOR.

EDWARD M. FLESH, Chairman.

C. L. WRIGHT, Vice-Chairman.

WM. M. CONNOR, THOS. P. LAHEY, JULIUS J. ALBRECHT.

TURNER B. MORTON, PARKER SAUNDERS, A. G. AUFDERHEIDE,

H. B. LOUDERMAN, SR.

POSTAL AFFAIRS.

FRED. B. CHAMBERLAIN, Chairman.

EDWARD DEVOY, K. B. HANNIGAN, J. J. P. LANGTON,

JAMES W. GARNEAU.

LEGISLATIVE.

L. RAY CARTER, Chairman.

SAM. D. CAPIN, W. H. DANFORTH, CHAS. ESPENSCHIED,

JOS. W. STEELE.

INSURANCE.

HENRY E. PAPIN, Chairman.

LOUIS A. ENGEL, JOHN R. GOODALL, ALFRED C. CARR,

NICHOLAS R. WALL.

RECEPTION AND ENTERTAINMENT.

E. D. TILTON, Chairman.

EDWARD M. FLESH, Vice-Chairman.

P. P. CONNOR, CHARLES A. COX, WM. H. DANFORTH,

HUGH FERGUSON, D. B. FRANCIS, FRANK GAIENNIE,

JAMES W. GARNEAU, J. D. GOLDMAN, WALKER HILL,

FRANK E. KAUFFMAN, H. F. LANGENBERG, A. J. ROGERS,

RALPH J. PENDLETON, FRED. C. ORTHWEIN, MANLEY G. RICHMOND,

CHARLES P. SENTER, W. K. STANAED, THOS. B. TEASDALE,

O. L. TEICHMANN, E. L. WAGGONER.

MISSISSIPPI RIVER.

JOHN L. MESSMORE, Chairman.

JAMES P. BURDEAU, JACOB SCHREINER, JOHN E. MASSENGALE,

ALEX. H. SMITH.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, JANUARY 5TH, 1915.

To the Members of the Merchants' Exchange:

GENTLEMEN: The Board of Directors, to whom you have committed the management of Exchange affairs during the past year, submit the following report:

The funds of the Exchange have been economically administered, with the primary aim of maintaining the highest possible efficiency in all departments. The Secretary's Report, published herewith, in full, shows to our credit a surplus of \$52,959, a gain of \$8,542 above last year, of which \$5,388 is credited to our Current Account and \$47,570 to Real Estate. The Current Account shows a loss of \$8,989 against last year, accounted for by the reduction of ten dollars in annual dues. The revenues from the building have been well maintained, showing a gain in surplus of \$17,532.

MEMBERSHIP.

From year to year our membership is decreasing, the enrollment at the present time numbering 1,140, a loss of thirty-six members during the year. At the end of 1914, the annual dues were unpaid on eleven certificates, and the certificates were declared forfeited. During the year, twenty certificates of deceased members were redeemed, under the provision of Section 16 of Rule 13. Two members were expelled; one member resigned, and their certificates cancelled. Two certificates of membership were redeemed and cancelled, the members being placed on the Honorary Roll.

DEPARTMENT OF WEIGHTS.

The Department of Weights is commended to your attention, the net results of operation for the past twelve months showing a deficit of \$1,590. The efficiency of the Department has been fully maintained, and the slight expense to the membership at large is fully justified by the results. The revenues of the Department were somewhat reduced by the discontinuance of car inspection and watchmen service on hay at the hold tracks. The unsatisfactory conditions in the South as result of the war, have also materially affected the revenue. Under normal conditions, we may expect the Department to be practically self-sustaining. The Report of the Chairman of the Committee and the Supervisor, giving full particulars, is submitted herewith.

TRAFFIC BUREAU.

The Traffic Bureau has continued to demonstrate its value to the market. The unusual conditions prevailing during the past year, caused primarily by the conflict between State and Interstate authorities, have demanded more than usual attention, and necessitated additional expenditures. The Chairman's Report submitted herewith is full of interest.

RULES.

The Board of Directors have given considerable attention to the revision of the Rules and Regulations of the Exchange, and a number of amendments and changes have been prepared and adopted. A general revision of the Rules and Regulations is recommended.

REAL ESTATE.

The Real Estate interests of the Exchange again experienced a most favorable year, the total revenues amounting to \$49,159, or \$1,119 below the receipts of 1913, and closing with a balance on the credit side of the ledger amounting to \$47,570, a gain over the previous twelve months of \$17,532. Attention has been given to the needs of our tenants, and the percentage of rooms occupied compares most favorably with any of the office structures in the downtown districts. The property in general is in good condition, and your Real Estate Committee believes that it can be maintained throughout the year without any material increase in operating expenses from that of the past year.

CONVENTIONS AND CONFERENCES.

The policy of your Exchange to keep in touch with all movements of a commercial character or of a public nature, looking to the betterment and advancement of the City and State, as well as that of the organization, has again been followed out during the year past, as in former years, and representatives have been appointed by the Board of Directors, who have attended all important conventions or conferences, among which were the following:

Council of Grain Exchanges, Chicago, January 15th, and 16th.

Conference of Grain Interests, Washington, April 27th.

Chamber of Commerce of the United States, Washington, February 11th to 13th.

Missouri Federation of Commercial Clubs, Jefferson City, March 10th and 11th.

Western Grain Dealers' Association, Cedar Rapids, April 9th and 10th.

Council of Grain Exchanges, Buffalo, June 15th and 16th.

International Congress of Chambers of Commerce and Commercial and Industrial Associations, Paris, June 8th.

Illinois Grain Dealers' Association, Cairo, June 2nd and 3rd.

Oklahoma Grain Dealers' and Millers' Association, Oklahoma City, May 19th and 20th.

National Hay Association, Cedar Point, July 14th to 16th.

Upper Mississippi River Improvement Association, Stillwater, September 16th to 17th.

Grain Dealers' National Association, Kansas City, October 12th to 14th.

National Rivers and Harbors Congress, Washington, December 9th and 10th.

LEGISLATION.

It has been the aim of your Directors at all meetings the past year, to consider well all proposed legislation by Congress. Whenever it was considered advisable, delegates have been appointed to go to Washington, to represent the interests of the Merchants' Exchange, or resolutions have been adopted and our Senators and Representatives in Congress have been written or wired advising them of the action so taken and asking their co-operation accordingly. Legislative matters of moment to which attention has been directed, are the following:

A Committee was appointed to endeavor to assist the City Authorities in the adjustment of the Mill Tax and the Ranken Tract controversies.

The Reber approach for the Municipal Free Bridge was endorsed by the Board.

Resolutions as recommended by the Chamber of Commerce of the United States for the appointment of a Commission to investigate trade conditions in China were adopted.

Our Senators and Representatives in Congress were urged to support the Newlands-Broussard River Regulation and Flood Control Bill.

The Board adopted resolutions favoring the passage of the New City Charter.

The report of the Special Committee of the Chamber of Commerce of the United States concerning the creation of an Interstate Trade Commission, was endorsed by your Board of Directors.

The recommendations of the Legislative Committee of the Chamber of Commerce of the United States, concerning legislation regulating business practices, were approved by your Directors.

ASSESSMENT FOR 1915.

On December 22nd, the Directors in meeting, after carefully considering the receipts from all sources, and the expenses of the various departments, fixed the dues to be paid by each member for 1915, at \$40.00, the same as for the previous twelve months. The transfer fee was again fixed at \$25.00, the same as for the past several years.

IN MEMORIAM.

During the year just past, we have had to record the loss of twenty-seven of our members by death, among whom was our esteemed Ex-President, Hon. Edwin O. Stanard, who served the organization as its

presiding officer in 1866. On each occasion the Board has tendered the sympathy of the membership to the bereaved family and a page of the records placed to their memory.

ASSISTANCE.

True to the traditions of the past, our membership has responded generously to the call of the unfortunate. A special collection taken for the relief of the destitute in Belgium resulted in subscriptions of 1,000 barrels of flour and something over \$1,000 in cash. In addition to this, The Missouri Belgium Relief Association, Dr. Alexander N. DeMenil, President, contributed \$2,000, to be used for the purchase of flour to go with our shipments.

CONCLUSION.

Nineteen Fourteen has been a year of great events. A new financial system has been adopted by our Government. Our membership has been confronted with unprecedented situations, growing out of the great war in Europe. We are happy to note but little financial trouble in our midst in the face of these unusual conditions.

All the various committees of the Exchange have faithfully performed their duties, and the individual members are entitled to the highest commendation.

Your Secretary and his assistants are to be commended for their faithfulness in the discharge of their duties.

In surrendering our trust, we desire to thank the membership for the honor conferred upon us.

Respectfully submitted,

THE BOARD OF DIRECTORS,

By MARSHALL HALL,
President.

The Exchange was closed on the following days during 1914:

January 1st—New Year's day.
February 12th—Lincoln's birthday.
February 23rd—Account Washington's birthday.
April 10th—Good Friday.
May 30th—Memorial day.
July 4th—Independence day.
August 4th—Election day.
September 7th—Labor day.
October 12th—Columbus day.
November 3rd—Election day.
November 26th—Thanksgiving day.
December 25th—Christmas day.

TRAFFIC BUREAU.

TRAFFIC BUREAU,

St. Louis, December 22nd, 1914.

To the President and Board of Directors of the Merchants' Exchange:

GENTLEMEN: Herewith find detailed report from the Commissioner of the Traffic Bureau for 1914.

FINANCIAL CONDITION OF CARRIERS.

INCREASES MADE AND PROPOSED IN FREIGHT RATES.

Railroad earnings during this year have been below normal, due to the business depression existing part of the year, and to the temporary dislocation of things brought about by the European War. There has been much agitation for increases in freight rates, and some increases have been granted by the Interstate Commerce Commission to Central Freight Association and Trunk Line Territories, while applications for increases to other territories are now pending. The carriers have earnestly represented that, unless they get more revenue, the transportation machine will break down, and the consequent dissatisfaction with the service will be apt to bring about government ownership of the roads. This Exchange has not opposed any increases of rates when uniformly distributed.

ILLINOIS GRAIN AND GRAIN PRODUCT RATE INCREASES.

Owing to conflict of authority between the State and National Commissions, the former parity of rates from Illinois points to St. Louis and East St. Louis, is disturbed. The National Commission authorized increase of 1 cent in the interstate rates, but the State Commission held such increase was not justified from interior Illinois points to the State markets. The interstate markets which sustained a 1 cent increase in their rates, are considerably exercised about the change in the relationship brought about by this unequal increase, and threatened to take action to force equalization in one way or another.

Considerable confusion at the Chicago market has also resulted, because the local State rates to that point were not advanced, while the "specific," which is the rate applicable on reshipped grain, was advanced 1 cent. Some dealers get the lower, and some get the higher rate. Those who ship out by lake have been able to get the benefit of the lower State local for the haul to Chicago, whereas all-rail reshippers must pay the additional cent.

MISSOURI STATE RATES.

A somewhat similar situation exists with reference to Missouri grain and flour rates. The statutory rates established by the railroads, after eight years of litigation, are lower to St. Louis than to East St. Louis, and the conditions attached to the St. Louis rates are such as to prohibit use of the rates unless the grain or flour is unloaded and reloaded as new shipments, and even then, the Missouri traffic cannot be shipped to Eastern Territory at the same outbound rates as grain and flour from other States. The Eastern lines made these tariff requirements, which practically drove this market out of Central Freight Association and Trunk Line Territories so far as marketing Missouri and Illinois grain there is concerned. This hindrance was complained of to the Interstate Commerce Commission at a hearing in St. Louis last Spring, and temporary decision rendered, which did not satisfactorily dispose of the matter. The complaint was reheard the latter part of October, and now stands for final decision by the Interstate Commerce Commission, which we hope will definitely and satisfactorily remedy the trouble before the next crop season comes on.

These two situations show the predicament that a border point may be placed in by the State and Interstate bodies exercising conflicting jurisdiction and with the railroads adding to the confusion by undertaking to be a third regulator. Between the three regulators, our business in that territory has been ruined.

ADVANCE IN MIXED LIVE STOCK AND POULTRY FEED RATES.

In the tariffs which became effective January 8th, 1914, the Central Freight Association lines had proposed to advance the St. Louis feed rates to that territory, which was protested by us, on the ground that our competitors were not being advanced correspondingly. Our objection was sustained, and the carriers directed to keep the old rates in effect for a period of not less than two years, dating from February 1st, 1914.

ADVANCES IN WESTERN FREIGHT RATES.

Among the advances in rates now suspended for investigation and disposition by the Interstate Commerce Commission, are general increases in grain and grain product rates in the territory west of the Mississippi River of 1 cent on domestic, 2 cents on export traffic, and 2 cents on hay. It will probably be six months before the Interstate Commerce Commission can decide whether or not these increases may be made effective. The Public Service Commission of Missouri is likewise engaged in an investigation to determine whether rates in Missouri may be advanced. The President of the Exchange, in answer to an inquiry from that body, stated that this Exchange would not object to a reasonable increase in the Missouri grain rates. It will be a long time before definite action can be announced in that matter.

These Western increases do not only include grain, grain products and hay, but all freight rates generally.

ELEVATION ALLOWANCES.

As part of the economies proposed to be practiced by the Western lines, allowances for elevation to certain territories are cancelled in tariffs filed with the Interstate Commerce Commission, which now stand suspended, so that feature will have to be considered by the Commission in connection with the general increase of rates. This Exchange filed protest as to that cancellation, on the ground that it was only a partial cancellation, taking the position that it should be cancelled in its entirety at all points, east and west, instead of being done piece-meal.

In this connection, there will be an investigation during the coming year of cheap leases by railroads, of property owned by them, to private individuals, to determine whether unlawful discrimination results from such practices. This Exchange has received permission from the Interstate Commerce Commission to introduce evidence showing how the Kansas City cheap elevator leases given by the railroads there, operate as practical rebates to the shippers enjoying them. Private capital is unwilling to invest in elevator facilities at St. Louis and East St. Louis with such a situation staring it in the face at Kansas City. We feel that there must be a discontinuance of such practices.

CHICAGO & ALTON DISCRIMINATION AGAINST ST. LOUIS.

This road dealt St. Louis a heavy blow in reducing its Missouri wheat rates, at the solicitation of Chicago, 3 or 4 cents per 100 in some cases, leaving St. Louis without reduction, so that there are stations in wheat-producing territory on that line that actually have lower rates to Chicago than to St. Louis, although Chicago is in all cases 164 miles more distant than St. Louis. No attention being paid to our protest before the tariff became effective, a formal complaint was filed with the Interstate Commerce Commission, which has been heard, brief filed, and now awaits decision.

KANSAS CITY COMPLAINT OF MEMPHIS RATES.

The Kansas City Board complained of its rate to Memphis, on grain and products, and this Exchange intervened, to show that a reduction there, without a corresponding reduction to or from St. Louis, would affect, if not totally destroy, our business in the Mississippi Valley and Southeastern Territory, which bases on Memphis. We therefore vigorously opposed any change in the relationship of rates, and the case now rests with the Commission.

UNIFORM BILL-LADING CHANGES PROPOSED.

This Exchange was invited by the Commission to attend the hearing in Washington last January, to consider what changes, if any, should

be made in the terms of the uniform bill-lading. Our Commissioner introduced certain evidence, and advocated the elimination of the clause in Section 1, in which carriers "disclaimed responsibility for losses resulting from 'differences in the weights of grain . . . caused by natural shrinkage or discrepancies in elevator weights.'" It was found that some carriers took refuge behind this clause on nearly every claim presented to them. Another change earnestly urged was of that part of Section 3 which outlines the manner of arriving at the amount due for loss or damage. Instead of the arbitrary method there prescribed, we advocated the common law rule that the carrier should be liable for any loss that can be shown to have resulted from his negligence. A new bill-lading has not as yet been prescribed.

SHRINKAGE ALLOWANCE ON GRAIN CLAIMS.

In May of this year, this troublesome subject was largely settled by cancellation of tariff provisions requiring that certain percentage deduction should be made from grain claims for natural shrinkage. There is an old statute remaining in the State of Missouri, which requires one-half of 1 per cent deduction to be allowed in the weight of grain moved between points within the State, which some of the carriers are still endeavoring to claim the benefit of.

The United States Court at Omaha decided that where loss was shown to be due to negligence, such as bad-order car, leakage, broken seal, or the like, a carrier could not avail himself of a tariff provision requiring a deduction to be made for natural shrinkage from claims for loss of grain.

Arrangement has been made to present petition in appropriate manner to Public Service Commission, for correction of that Statute by elimination of the conflicting concluding portion thereof. Public Service Commission will make recommendations to the in-coming Legislature concerning revision of all statutes affecting transportation matters. It is hoped this matter will be cleared up before the next crop season begins.

SPECIAL SERVICES.

In connection with the investigation of eastern advanced rates, the Commission made it clear that it would not approve of the giving of services free to favorite shippers, and suggested that a proper charge should be made for all services rendered by railroads. Some extravagant and preferential practices were specifically pointed out by the Commission.

KANSAS CITY-PORT ARTHUR VARIABLE RATES ON GRAIN AND GRAIN PRODUCTS FOR EXPORT.

Tariff naming rates as above, which would have reduced the revenue of the Kansas City Southern materially, was published in the Spring, by that road, and suspended at the request of St. Louis, Omaha, Baltimore, Wichita, Joplin, Chicago, and Peoria, the interested parties. After hearing, Commission decided the tariff could be put into effect

with certain modifications, but the Kansas City Southern has not as yet availed itself of that permission, and it now seems unlikely that the rates will be established. This case was tried out to test the legality of rates published in that form.

SOUTHEASTERN AND CAROLINA RATES.

Fourth-Section orders concerning Carolina rates issued by the Interstate Commerce Commission during the year, resulted in reductions of the grain and grain product rates ranging from 1 to 5 cents. A similar order has been issued as to Southeastern Territory, to be made effective April 1st, 1915, which will no doubt result in further extensive charges or rates to that territory.

BEFORE THE MISSOURI PUBLIC SERVICE COMMISSION.

A general investigation was ordered by this Commission, in order to determine what rates would be applied for hauls over two or more lines within the State. This Exchange being invited to participate, was represented by our Commissioner at several hearings bearing upon that subject. Certain suggestions were made by him to the Commission as to what the rates on grain and flour should be for hauls over two or more lines. The case will be briefed in the near future, and, after oral argument, will stand for final disposition. It is hoped that two-line rates will result that will permit some grain to come to this market that has never been able to get in here before.

A separate complaint against the Chicago, Milwaukee & St. Paul R. R. Company was filed by the Exchange, and heard in St. Louis a short time ago. This road has persistently refused to grant this market any through rates from its Missouri stations, and the result has been that all its Missouri grain has been forced to Chicago, because of the lower transportation charge to that market. Relief is expected in that case from the decision of the Missouri Public Service Commission.

The Kansas City Board of Trade complained because of the refusal of Missouri railroads to permit reconsignment in original cars of Missouri wheat that came in on the State rate to Kansas City, Missouri, and was then sent to Kansas City, Kansas, houses for unloading. The Commission decided that such shipments were entitled to the State rate for the inbound line's haul, but the railroads contested that decision in the Supreme Court of the State, where it now awaits settlement. The decision of the Missouri Commission relied in part on the opinion of the United States Supreme Court in the Davenport coal case.

The M. K. & T. Railroad recognized the Davenport decision at St. Louis as giving the consignee the right to get the State rate on cars sold on M. K. & T. rails, and ordered by new owner to an interstate destination, the regular interstate rate to be assessed from the end of the M. K. & T. rails to new destination. In this matter, M. K. & T. have shown praiseworthy spirit in complying with the opinion of the

highest court in the land, which it would be refreshing to see some of the other carriers emulate, instead of constantly thwarting the people's rights, even when supported by Supreme Court decisions. The Illinois State Public Utilities Commission made a ruling on grain reshipped at East St. Louis, following the lead of the United States Supreme Court in the Davenport case, and the East Side carriers are generally carrying out that order.

RATE ADJUSTMENTS.

Detailed account of rate adjustments made on traffic of the Exchange, is contained in the Commissioner's report, which is attached to and made part hereof, and may be consulted by any interested members in the Secretary's office.

ST. LOUIS & SAN FRANCISCO RAILROAD CO.

The Exchange had some difficulty with the Frisco during the year, on account of cancellation of all its transit privileges at St. Louis, while allowing similar privileges to remain undisturbed at Kansas City and other points. This has happily been adjusted by restoration of the cancelled privileges, and the Exchange is now able to work upon and via the Frisco Railroad as freely as upon the other lines.

SUBSTITUTION OF TONNAGE IN TRANSIT OPERATIONS.

NASHVILLE RESHIPING RATES CASE.

According to tariffs published within this year, substitution is now recognized as permissible, and no distinction is made as to different grades or colors of the same grain in billing shipments out under transit tariffs. The Supreme Court of the United States has just rendered its decision in the Nashville reshipping rates case, which has been in litigation five years, and the text of this decision just received, upheld the Interstate Commerce Commission's original decision, declaring the Nashville arrangement to be unlawfully preferential to that place, and discriminatory to other Southeastern points which were denied the same privileges. It is too early to state what action will result from this, but it is understood that the carriers interested gave notice throughout the litigation that if they were not allowed to continue this practice at Nashville without establishing it at other Southeastern points, they would exercise the alternative of cancelling it at Nashville. This decision gives the carrier the right, if he so elects, to deny transit on any traffic.

RAILWAY SECURITIES BILL.

An important bill is pending in Congress, and is expected to pass at the next session, which requires railroads to get the approval of the Interstate Commerce Commission before they shall be permitted to increase their indebtedness by means of the issuance and sale of stock, bonds, etc. This is for the purpose of having the Commission supervise

the expenditures, and to see that the funds are properly used. If this bill is passed, another step will have been taken in the direction of governmental control of the transportation properties of the country. ~~§~~ The work of making physical valuation of the properties is proceeding, under the direction of the Interstate Commerce Commission, but it will be some time before definite results will be available.

VOLUME OF BUSINESS OF THE MARKET.

According to the reports compiled by the Secretary, the volume of grain and grain product business handled at this market during the year has been almost up to that of the previous year.

The coming year will apparently be one of important developments in the transportation field, with particular reference to grain and grain product traffic.

Yours truly,

C. A. MORTON, *Chairman.*
Board of Managers, Traffic Bureau.

DEPARTMENT OF WEIGHTS.

DEPARTMENT OF WEIGHTS,

St. Louis, December 22nd, 1914.

To the President and Board of Directors of the Merchants' Exchange:

GENTLEMEN: The Department of Weights' Committee, in submitting its annual report, desire to say there has been no period of its existence when the Department has enjoyed more the confidence of the trade, or when there has been less friction than during the past year. There is, we might add, a mutuality of feeling existing between the Department and those with whom we come in contact; this, we feel satisfied, is due to our strict adherence to an equitable and fair dealing policy, always keeping uppermost in mind, that, in barter and trade, the buyer and seller are equal factors, and justly deserve the same consideration.

A Department of this nature must necessarily have many details in its make-up, the practical and harmonious working together of which, will systematize its daily work, and bring about the desired efficiency. As a result of experience, and to make our work more efficient, we have added to our system a Car Inspection Record, in book form, which becomes, in reality, a pen picture of each car inspected, as there can be designated on the diagram the exact point of leakage and general condition of car at the time of inspection. There is also a marginal space for special remarks; this has the advantage of being the original, and will always remain as a permanent record. The book is an innovation in this part of our service, and has been in use for eighteen months, long enough to determine its practical utility.

Our Scale Inspection Department has been busy during the year, having made more than 250 tests on hopper, dormant and track scales. About half of these were made at the large elevators where most of the grain is handled.

There has been a marked decrease in the number of complaints on account of discrepancies in weight to and from our market. This comes as a result of close inspection of empty cars before loading, and also a rigid supervision of weighing and whatever pertains thereto, in and out of elevators, mills, etc.

There has been no material increase apparent in new grain-carrying equipment during the year. This has been in a measure compensated for by extensive repairing of cars on some of the lines, supplemented by

better cooerage at the terminals and points of shipment. Practically all of the roads entering here have recently made extraordinary efforts to place their cars in more capable grain-carrying condition, by the free use of heavy manila paper in cooeping at the point of loading. The merit of paper in cooeping cars, depends a great deal on the manner in which it is applied. Frequently we find the physical condition of a car is not considered to the extent it should, and as a result of laying paper where a lath or board should be nailed, we find considerable leakage. We, however, do not condemn the use of paper when used properly, although we much prefer that burlap be used, and believe that, considering the increase in cost, it would pay the carrier to use it instead of paper on much of the equipment used for grain loading.

As the sealing of cars is an important factor in our service, we have given it special attention, not only in its application, but in the type of seal we use, as the arrival of a car without seal is considered a serious exception, and while we are satisfied that the seal is not absolute protection to the contents of a car, it is the only practical device that can at least insure a reasonable safety. We observe that some of the roads continue to use duplicate seals, or those having the same number and letter. This has been decried so much, on account of the uncertainty incident to their use, and is such a hazard, that we feel satisfied the consecutively numbered seal is the only seal that should be used by shippers and carriers. Just recently, the official samplers connected with the Merchants' Exchange have improved their service by resealing cars after resampling, and making record of seal broken by them, no seal, and applied seal. This record, no doubt, will assist in explaining discrepancies which frequently occur in seal records while cars are in terminal movement.

Preceding the harvesting of the present wheat crop, the Weighing Department disseminated information in a circular letter to upwards of 4000 shippers in Missouri and States tributary to our market. Our topic embraced and covered briefly the essentials necessary to bring about good results in weighing and handling grain to cars, and as we had requests from large line elevator shippers to send extra copies, and also letters from carriers and others in reply, commending our efforts, we have reason to feel assured that, by calling attention to any laxity or lack of attention there may be in connection with weighing and facilities, we have done some good—we at least have given cause for reflection.

That the business world is alert to the importance of proper facilities for, and accuracy in weighing, is manifest in the interest taken by the U. S. Government. Recently, the Government Test Car visited St. Louis, and while here, and during its stay in Missouri, was under the direction and supervision of the Missouri Public Service Commission. This Test Car, carrying 100,000 pounds in units of 10,000 pounds and less, is splendidly equipped, and was built as a result of hearings relative to weighing held by the Interstate Commerce Commission. Its itinerary,

during the past year, has partially covered the east and middle west, and while they are at present mostly concerned with Railroad Track Scales, they are also testing many industry track scales. Their test, while very rigid, is at the same time very correct, as they place on the scale enough Standard weight to determine its accuracy, and also whether or not it is over rated, and we are satisfied that the data they are collecting will be beneficial not only to the carrier, but also to the scale builder and purchasers of scales of this type.

Our financial showing is not quite as good as that of the previous year. This, we are satisfied, is not due to any extravagance on our part, as our expenses, while consistent with efficient work, have been somewhat less. We, however, attribute the deficit to a decrease in our business, especially in the receipts early in the year, as a result of shortage in the corn crop.

In behalf of the Committee, I desire to express its sincere thanks to the Board of Directors for their generous support, and to the members of the Exchange for their hearty co-operation in our efforts to maintain for the market a reputation for accuracy in weights.

Yours truly,

JOHN DOWER,
Supervisor.

R. P. ANNAN, JR.,
Chairman, Committee on Weights.

REPORT OF TREASURER FOR 1914.**CURRENT ACCOUNT.****RECEIPTS.**

| | |
|--|---------------------|
| Balance on hand January 1st, 1914..... | \$ 14,378.29 |
| Received from Assessments..... | 46,320.00 |
| Received from Department of Weights..... | 42,387.34 |
| Received from Mechanics-American Bank—Overdraft..... | 4,000.00 |
| Received from Telegraph Counters..... | 3,700.00 |
| Received from Transfer Fees..... | 1,200.00 |
| Received from Interest..... | 1,046.93 |
| Received from Drawer Rents..... | 890.00 |
| Received from Samples, Etc..... | 450.50 |
| Received from Long Distance Booths..... | 396.00 |
| Received from Non-Resident Tickets..... | 250.00 |
| Received from Private Telephone Booths..... | 146.00 |
| Received from Messenger Tickets..... | 110.00 |
| Total Receipts..... | \$115,275.06 |

EXPENDITURES.

| | |
|---|---------------------|
| Department of Weights..... | \$43,977.30 |
| Salaries..... | 15,673.35 |
| Telegraph Account..... | 14,951.67 |
| Traffic Bureau..... | 12,938.42 |
| Redemptions..... | 3,300.00 |
| Telephone Service..... | 2,153.05 |
| Contribution—Crop Improvement Work..... | 2,000.00 |
| Delegates to Conferences and Conventions..... | 1,508.99 |
| Printing and Stationery..... | 1,171.10 |
| Flour Inspector..... | 880.26 |
| Annual Report..... | 790.50 |
| Attorney..... | 750.00 |
| Seed Inspector..... | 709.78 |
| Attorney Fees, Etc.—Case of E. E. Felkel..... | 517.03 |
| Contribution—Business Men's League—Bond Issue.... | 500.00 |
| Supplies for Lavatory..... | 415.85 |
| Postage..... | 323.28 |
| Repairs Blackboards, Etc..... | 312.99 |
| Provision Inspector..... | 300.00 |
| Chamber of Commerce—Dues..... | 250.00 |
| Furniture and Fixtures..... | 223.69 |
| Council of Grain Exchanges—Dues..... | 200.00 |
| Books, Papers, Price Currents, Etc..... | 179.50 |
| Board of Directors..... | 166.80 |
| Supplies for Porters..... | 116.73 |
| National Rivers and Harbors Congress—Dues..... | 100.00 |
| Contribution—Upper Miss. River Improvement Ass'n | 100.00 |
| Contribution—Nat'l Foreign Trade Convention..... | 100.00 |
| Insurance on Furniture..... | 96.75 |
| Judges of Election..... | 91.00 |
| Taxes..... | 90.48 |
| In Memoriam—E. O. Stanard..... | 50.00 |
| Contribution—Mo. Federation of Com'l Clubs..... | 50.00 |
| National One Cent Letter Postage Association—Dues.. | 10.00 |
| Trans-Mississippi Commercial Congress—Dues..... | 5.00 |
| Sundries..... | 883.03 |
| U. S. Panama, 3s par value..... | 7,500.00 |
| Total Expenditures..... | \$113,386.55 |
| Balance on hand December 31st, 1914..... | \$ 1,888.51 |

REAL ESTATE ACCOUNT FOR 1914.

RECEIPTS.

| | |
|---|---------------------|
| Balance on Hand January 1st, 1914..... | \$ 30,038.19 |
| Received from Rents..... | 47,759.91 |
| Mechanics'-American Bank—Overdraft..... | 6,000.00 |
| Received from Interest..... | 1,211.77 |
| Received from Waste Paper, etc..... | 188.04 |
| Total Receipts..... | <u>\$ 85,197.91</u> |

EXPENDITURES.

| | |
|---|---------------------|
| Salaries..... | \$7,282.65 |
| Taxes..... | 7,123.23 |
| Janitor Service..... | 6,300.00 |
| Repairs and Renovations..... | 3,642.32 |
| Coal..... | 2,503.31 |
| Power for Elevators and Electric Light..... | 1,970.23 |
| Fire Insurance..... | 741.60 |
| Supplies for Lavatory..... | 391.28 |
| Liability Insurance..... | 388.05 |
| Water License..... | 318.20 |
| Rental Insurance..... | 315.00 |
| Removing Ashes, etc..... | 160.00 |
| Mats for Elevators and Halls..... | 150.91 |
| Night Signals..... | 108.00 |
| Supplies for Engineer, Porters, Etc..... | 100.58 |
| Vermin Exterminator..... | 90.00 |
| Printing..... | 15.00 |
| Inspecting Boilers..... | 15.00 |
| Inspecting Elevators..... | 12.00 |
| U. S. Panama, 3s par value..... | 52,500.00 |
| Total Expenditures..... | <u>\$ 84,127.36</u> |
| Balance on Hand December 31st, 1914..... | \$ 1,070.55 |

CASH ITEMS.

| | |
|---|-------------|
| Insurance Premiums Paid but Unearned..... | \$ 4,007.05 |
| Rents Due December 31st, 1914, but Uncollected..... | 2,985.30 |

EUGENE SMITH,
Secretary and Treasurer.

DEPARTMENT OF WEIGHTS—1914.

| Month. | Salaries. | Miscellaneous Expense. | Total. | Earnings. | Deficit. |
|----------------|-------------|---------------------------|-------------|-------------|-------------|
| January | \$ 3,397.75 | \$ 413.05 | \$ 3,810.80 | \$ 3,150.23 | \$ 660.57 |
| February..... | 3,438.75 | 172.23 | 3,610.98 | 3,383.25 | 227.73 |
| March..... | 3,433.40 | 261.76 | 3,745.16 | 3,185.40 | 559.76 |
| April..... | 3,344.25 | 187.92 | 3,532.17 | 3,181.20 | 350.97 |
| May..... | 3,290.70 | 138.86 | 3,429.56 | 2,853.70 | 575.86 |
| June..... | 3,243.90 | 212.52 | 3,456.42 | 2,424.50 | 1,031.92 |
| July..... | 3,552.15 | 308.68 | 3,860.83 | 2,764.08 | 1,096.75 |
| August..... | 3,657.85 | 476.58 | 4,134.43 | 4,734.57 | * 600.14 |
| September..... | 3,426.35 | 142.07 | 3,568.42 | 5,208.27 | * 1,639.85 |
| October..... | 3,352.50 | 179.41 | 3,531.91 | 3,743.60 | * 211.71 |
| November..... | 3,285.70 | 417.46 | 3,703.16 | 3,631.20 | 71.96 |
| December..... | 3,219.75 | 373.71 | 3,593.46 | 4,127.34 | * 533.88 |
| TOTALS | \$40,693.05 | \$ 3,284.25 | \$43,977.30 | \$42,387.96 | \$ 1,589.96 |
| *Increase. | | | | | |

MARKET REPORTS—1914.

| | |
|---|--------------|
| From Chicago..... | \$ 3,600.00 |
| To Chicago (one-half expense)..... | 1,474.90 |
| From Kansas City..... | 1,893.59 |
| From Minneapolis..... | 1,037.08 |
| From Toledo..... | 516.64 |
| From New York..... | 273.32 |
| From Winnipeg..... | 60.52 |
| From Duluth..... | 125.88 |
| From Omaha, Including Receipts and Shipments..... | 316.48 |
| New York Stock Ticker..... | 866.67 |
| Printing Telegraph News..... | 260.00 |
| Government Crop Report..... | 405.00 |
| Visible Supply..... | 180.60 |
| Receipts and Shipments..... | 652.28 |
| Duluth Flax..... | 142.88 |
| Live Stock..... | 374.26 |
| To Omaha..... | 128.20 |
| Operators..... | 2,041.31 |
| London Tallow..... | 47.00 |
| New York Cotton Seed Oil..... | 61.28 |
| Saint Louis Cash Quotations..... | 200.00 |
| Miscellaneous..... | 293.78 |
| TOTAL..... | \$ 14,951.67 |

TRAFFIC BUREAU—1914.

| Month. | Salaries. | Traveling Expenses. | Miscellaneous Expenses. | Total. |
|----------------|-------------|---------------------|-------------------------|-------------|
| January..... | \$ 885.00 | \$ 148.10 | \$ 361.08 | \$ 1,394.18 |
| February..... | 885.00 | 185.55 | 107.47 | 1,178.02 |
| March..... | 785.00 | 175.85 | 226.65 | 1,187.50 |
| April..... | 835.00 | ..... | 227.63 | 1,062.63 |
| May..... | 885.00 | 137.80 | 285.83 | 1,308.63 |
| June..... | 860.00 | 202.53 | 47.18 | 1,109.71 |
| July..... | 755.00 | 98.20 | 86.83 | 940.03 |
| August..... | 831.30 | 210.50 | 45.16 | 1,086.96 |
| September..... | 785.00 | 12.50 | 99.61 | 897.11 |
| October..... | 803.50 | 50.00 | 72.71 | 926.21 |
| November..... | 800.00 | 11.64 | 67.95 | 879.59 |
| December..... | 800.00 | 23.00 | 144.85 | 967.85 |
| TOTALS..... | \$ 9,909.80 | \$ 1,255.67 | \$ 1,772.95 | \$12,938.42 |

EUGENE SMITH,
Secretary and Treasurer.

We, the undersigned, members of the Finance Committee, hereby certify that we have examined the accounts of the Secretary and Treasurer for 1914, and find the same to be correct, with the proper vouchers on file for expenditures and balance on hand and in bank.

To the credit of Real Estate Account:

In Safe Deposit Vault:

U. S. Panama 3s, par value..... \$ 52,500.00
Balance in Bank..... 1,070.55

Overdraft Mechanics'-American Bank..... \$ 53,570.55
6,000.00

\$ 47,570.55

To the credit of Current Account:

In Safe Deposit Vault:

U. S. Panama 3s, par value..... \$ 7,500.00
Balance in Bank and on hand..... 1,888.51

Overdraft Mechanics'-American Bank..... \$ 9,388.51
4,000.00

5,388.51

TOTAL..... \$ 52,959.06

JOHN L. MESSMORE, Chairman.
CHRISTIAN BERNET,
MANLEY G. RICHMOND.
JAMES W. GARNEAU,
WM. M. LOUDERMAN.

SAINT LOUIS, January 5th, 1915.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1914.

ANNUAL MEETING COUNCIL OF GRAIN EXCHANGES.

JANUARY 13TH. Messrs. John L. Messmore, Edward M. Flesh and Nat. L. Moffitt, were appointed to represent the Exchange at the Fifth Annual Meeting of the Council of Grain Exchanges, held in Chicago, January 15th and 16th.

APPROPRIATION FOR EDUCATIONAL USE.

JANUARY 13TH. The Board voted to appropriate \$100.00 toward the fund raised by the *St. Louis Republic* for the purpose of educating twelve (Missouri) boys at the College of Agriculture, University of Missouri.

SPECIAL COMMITTEE TO AID CITY AUTHORITIES.

JANUARY 22ND. President Hall appointed Messrs. Bert. H. Lang, Sam Plant, and F. B. Chamberlain, as a Committee from the Merchants' Exchange, to work in conjunction with Committees from other organizations and the City authorities, concerning the adjustment between the City of St. Louis and the United Railways Company, of the Mill Tax controversy, and also the Terminal Railway Association, relative to the franchise asking the City to vacate certain streets and alleys in the Ranken Tract.

LINCOLN'S BIRTHDAY.

FEBRUARY 10TH. The Board of Directors voted to close the Exchange on Thursday, February 12th, Lincoln's Birthday.

LEGISLATIVE COMMITTEE GRAIN DEALERS' NATIONAL ASSOCIATION.

FEBRUARY 10TH. Messrs. John L. Messmore, E. L. Waggoner, and Nat. L. Moffitt, were appointed by President Hall as representatives from the Merchants' Exchange, to assist the Grain Dealers' National Association in the handling of legislative matters of interest to the grain trade, before the House of Representatives and Senate, at Washington, D. C.

GRAIN JUDGING CONTEST.

FEBRUARY 10TH. The Board of Directors adopted resolutions appropriating the sum of \$15.00 for the Agricultural College, University of Missouri, for the purchase of a medal, to be given as one of the prizes in the Annual Grain Judging Contest.

ANNUAL MEETING OF THE CHAMBER OF COMMERCE OF THE
UNITED STATES.

FEBRUARY 10TH. Messrs. John L. Messmore and J. J. P. Langton were appointed by the Board of Directors as delegates from the Merchants' Exchange to the Second Annual Meeting of the Chamber of Commerce of the United States, at Washington, D. C., February 11th to 13th.

EXCHANGE ENDORSES REBER APPROACH.

FEBRUARY 24TH. Resolutions were adopted by the Board, authorizing President Hall to endorse the petition of the Business Men's League, in favor of the Reber Approach for the Municipal Free Bridge.

PROTEST AGAINST MC CUMBER BILL.

FEBRUARY 24TH. The Board of Directors endorsed the resolutions adopted by the Grain Dealers' National Association, protesting against the McCumber Bill.

TRADE CONDITIONS IN CHINA.

MARCH 10TH. The Board of Directors adopted resolutions, as recommended by the Chamber of Commerce of the United States, endorsing House Joint Resolution No. 183, authorizing the Secretary of Commerce to appoint a Commission of Three, to investigate trade conditions in China, for the purpose of determining the desirability of establishing there a permanent Exposition of American Products.

CROP IMPROVEMENT CONTRIBUTION.

FEBRUARY 24TH. Resolutions were adopted, to submit to a vote of the members of the Exchange the question of appropriating the sum of \$2,000.00 for crop improvement work, under the auspices of the Council of Grain Exchanges.

MISSOURI FEDERATION COMMERCIAL CLUBS.

MARCH 10TH. Mr. Nat. L. Moffitt was appointed delegate from the Merchants' Exchange to the convention of the Missouri Federation of Commercial Clubs, at Jefferson City, March 10th and 11th.

NEWLANDS-BROUSSARD RIVER REGULATION BILL.

MARCH 10TH. The Newlands-Broussard River Regulation and Flood Control Bill, as recommended by the New Orleans Association of Commerce, was endorsed by the Board of Directors, and our Senators and Representatives in Congress were written, asking their support in behalf of the Bill.

REGULATION OF COMMISSION BUSINESS.

MARCH 10TH. Resolutions were adopted by the Board of Directors, protesting against Senate Bill No. 3623, a bill providing for the regulation of the business of Commission Merchants.

E. O. STANARD.

MARCH 12TH. A meeting of the former Presidents and the Board of Directors of the Merchants' Exchange was held this day, to take action on the death of Hon. E. O. Stanard, who was President of the Merchants' Exchange in 1866. Resolutions were adopted that the rostrum be draped in mourning for a period of thirty days; that a floral offering be sent in the name of the former Presidents and Board of Directors, and that the Ex-Presidents and Board of Directors attend the funeral and serve as honorary pallbearers. Messrs. Alex. H. Smith, Frank Gaiennie, and Henry F. Langenberg, were appointed a committee to draft resolutions.

FUNERAL E. O. STANARD.

MARCH 14TH. The Exchange was closed at 11:45 A. M., account of the funeral of former President E. O. Stanard.

APPROPRIATION MISSOURI FEDERATION OF COMMERCIAL CLUBS.

MARCH 24TH. The Board of Directors voted to appropriate \$50.00 for the maintenance and expense of the Missouri Federation of Commercial Clubs for the current year.

GOOD FRIDAY.

APRIL 4TH. The Board of Directors voted to close the Exchange on Friday, April 10th, "Good Friday," in accordance with the usual custom.

WESTERN GRAIN DEALERS' ASSOCIATION.

APRIL 14TH. The Exchange was represented at the Fourteenth Annual Convention of the Western Grain Dealers' Association, Cedar Rapids, Iowa, April 9th and 10th, by Mr. John L. Messmore.

MID-SUMMER MEETING COUNCIL OF GRAIN EXCHANGES.

APRIL 14TH. The Board of Directors appointed Messrs. John L. Messmore and Edward M. Flesh to represent the Merchants' Exchange at the Mid-Summer Meeting of the Council of Grain Exchanges, to be held at Buffalo, N. Y., June 15th and 16th.

INTERNATIONAL CONGRESS OF CHAMBERS OF COMMERCE AND
COMMERCIAL AND INDUSTRIAL ASSOCIATIONS.

APRIL 14TH. Mr. Henry F. Langenberg was appointed by the Board of Directors to represent the Exchange at the Sixth International Congress of Chambers of Commerce and Commercial and Industrial Associations at Paris, France, commencing June 8th.

GRAIN GRADES ACT.

APRIL 27TH. President Hall appointed Messrs. John L. Messmore and Nat. L. Moffitt to represent the Exchange interest at the hearing

conducted by the House Committee on Agriculture, Washington, D. C., on Bill H. R. 14493, known as the Grain Grades Act or the Federal Supervision of Inspection of Grain.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

APRIL 28TH. The following were appointed as delegates to the Twenty-first Annual Convention of the Illinois Grain Dealers' Association at Cairo, Illinois, June 2nd and 3rd, viz: Messrs. H. E. Halliday, S. A. Whitehead, Thos. B. Teasdale, R. J. Pendleton, A. J. Rogers, Horace F. Ketchum, Gilbert Sears, G. A. Turner, Erich Picker, Aderton Samuel, Edward C. Seele, Herman Von Rump, Jas. D. Parrott, M. R. Parrott, E. D. Bargery, W. B. Christian, Trave Elmore, J. O. Ballard, Zeb. Owings, and J. E. Dixon.

OKLAHOMA GRAIN DEALERS' AND MILLERS' ASSOCIATION.

MAY 12TH. The Board of Directors appointed Messrs. George C. Martin, Jr., and Henry G. Craft as delegates to the Seventeenth Annual Convention of the Grain Dealers' and Millers' Association of Oklahoma, at Oklahoma City, May 19th and 20th.

NEW CITY CHARTER.

MAY 12TH. Resolutions advocating the passage of the New City Charter were adopted by the Board of Directors.

INTERSTATE TRADE COMMISSION.

MAY 12TH. The Board of Directors endorsed Referendum No. 7 of the Chamber of Commerce of the United States, on the recommendations contained in the report of the Special Committee of the Chamber on Trust Legislation, concerning the proposal to create an Interstate Trade Commission.

NATIONAL HAY ASSOCIATION.

MAY 26TH. Messrs. W. H. Toberman, D. W. Clifton, F. M. McClelland, John D. Mullally, E. J. Paule, H. M. Wise, V. C. Tice, M. J. Mullally, J. W. Bryan, Fred. Deibel, D. S. Mullally, Fred W. Roskopf, H. L. Boudreau, and Erich Picker were appointed as delegates from the Exchange to the Twenty-first Annual Convention of the National Hay Association, Cedar Point, Ohio, July 14th to 16th.

TRUST REGULATION REGULATING BUSINESS PRACTICES.

JUNE 2ND. The Board of Directors approved the recommendations of the Legislative Committee, that the vote of the Exchange on Referendum No. 8 be cast in favor of same in accordance with the report of the Special Committee of the Chamber of Commerce of the United States on Trust Legislation, concerning proposals for legislation regulating business practices.

CLAYTON BILL.

JULY 7TH. A motion was adopted by the Board of Directors that our Senators in Congress be written protesting against the exemption and injunction clauses of the Clayton Bill, to regulate Trust and Monopolies, as discriminating against commerce in favor of labor and agriculture organizations, and urging their support in opposition to the passage of that part of the Clayton Bill and the pending Sundry Civil Bill.

FOREIGN TRADE CONVENTION.

JULY 14TH. The Preambles and Resolutions of the National Foreign Trade Convention, as adopted by the convention in session at Washington, D. C., on May 28th, were endorsed by the Board of Directors of the Exchange.

TREASURY DEPARTMENT OF THE UNITED STATES.

AUGUST 5TH. Resolutions requesting that Hon. Wm. G. McAdoo, Secretary of the Treasury, adopt such means and methods which he may deem proper, which will result in the United States Government, through the Treasury Department, taking up the Bills of Exchange on grain cargoes which are now loaded at United States ports, were adopted by the Board of Directors.

FUNERAL OF MRS. WOODROW WILSON.

AUGUST 8TH. The Board of Directors voted to close the Exchange at 1:00 P. M., Monday, August 10th, account of the funeral services of Mrs. Woodrow Wilson, as a mark of respect to President Wilson.

UPPER MISSISSIPPI RIVER IMPROVEMENT ASSOCIATION.

AUGUST 25TH. Messrs. C. A. Morton and W. J. Edwards were appointed as delegates from the Exchange to the Thirteenth Annual Convention of the Upper Mississippi River Improvement Association, at Stillwater, Minnesota, September 16th and 17th.

AMERICAN MERCHANT MARINE.

AUGUST 25TH. President was authorized to endorse the tentative bills relating to the proposed legislation regarding the American Merchants' Marine, and the establishing of a bureau of war risks insurance in the Treasury Department, for the benefit of American Foreign Commerce in the present war emergency, upon a permanent basis.

GRAIN DEALERS' NATIONAL ASSOCIATION.

SEPTEMBER 8TH. Resolutions were adopted by the Board of Directors, appointing President Marshall Hall, Roger P. Annan, Jr., and John L. Messmore, as delegates from the Exchange to the Eighteenth Annual Convention of the Grain Dealers' National Association, at Kansas City, October 12th to 14th.

NATIONAL ONE CENT LETTER POSTAGE ASSOCIATION.

OCTOBER 20TH. The Board of Directors voted to renew the membership of the Exchange in the National One Cent Letter Postage Association.

MISS JANE ADDAMS.

OCTOBER 22ND. The Rules of the Exchange, prohibiting ladies on the floor during trading hours, were suspended, by a vote of the Board, to permit Miss Jane Addams, of Hull House, Chicago, to visit the Exchange, on her visit to St. Louis, Friday, October 24th. Following the adjournment of business at 1:15 P. M., she addressed the members on Equal Suffrage.

NATIONAL RIVERS AND HARBORS CONGRESS.

NOVEMBER 10TH. Messrs. Roger P. Annan, Jr., and John L. Messmore were appointed by President Hall, as delegates to the Eleventh Annual Convention of the National Rivers and Harbors Congress, at Washington, D. C., December 9th and 10th.

PORTRAIT E. O. STANARD.

NOVEMBER 10TH. Mr. W. K. Stanard and his sister, Mrs. J. F. Shoemaker, presented to the Exchange an oil painting of their father, the late Hon. E. O. Stanard, a former President of the Merchants' Exchange.

The portrait was hung on the East Wall of the Exchange Hall, and was unveiled on Monday, November 23rd, following the close of business at 1:15 P. M., in the presence of twelve former Presidents of the Exchange, the Board of Directors, and about three hundred members.

NATIONAL ONE CENT LETTER POSTAGE ASSOCIATION.

DECEMBER 8TH. Resolutions were adopted by the Board of Directors endorsing bills now before Congress favoring National one cent letter postage.

NATIONAL FOREIGN TRADE CONVENTION.

DECEMBER 22ND. The Board adopted resolutions appointing President Marshall Hall and Messrs. E. C. Andrews and E. D. Tilton, as delegates to represent the Merchants' Exchange of St. Louis at the Second National Foreign Trade Convention, St. Louis, January 21st and 22nd.

COMMITTEE ON BANKING.

DECEMBER 22ND. President Hall appointed Messrs. Thos. B. Teasdale, Otto L. Teichmann and Edward M. Flish as a committee on banking.

MISSOURI GRAIN DEALERS' ASSOCIATION.

DECEMBER 22ND. Messrs. George Harsh, W. H. Toberman and Charles L. Niemeier were appointed by the President to represent the Exchange at the First Annual Meeting of the Missouri Grain Dealers' Association to be held in St. Louis, January 18th and 19th.

MR. MARSHALL HALL.

JANUARY 12TH, 1915. The Board of Directors adopted the following resolution:

"That a vote of thanks be tendered the retiring President, Mr. Marshall Hall, by the Board of Directors for his uniform courtesy to the Board, and for the able manner in which he has conducted the affairs of the Exchange. He has given his time unstintedly to its interest, and by his good judgment and wise counsel has carried the Exchange successfully through one of the most remarkable years of its history."

ST. LOUIS.

The fourth city of the United States in population.
Forty million people within a radius of 500 miles.
The largest and most important city in the Louisiana purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in America.
Has the largest hardware house in the country.
Is the best dry goods market west of the Alleghenies.
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the second largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
Leads in manufacture of stoves and ranges.
Third largest live stock market.
One of the great primary grain markets.
Holds fourth place as a manufacturing center.
Leads in output of American-made chemicals.
Prominent in manufacture of proprietary medicines.
Receipts of grain in 1914, 78,399,102 bushels.
Receipts of flour in 1914, 3,514,750 barrels.
Flour manufactured in 1914, 1,579,079 barrels.
Flour shipped in 1914, 4,309,645 barrels.
Tonnage received and forwarded in 1914, 52,256,822.
Largest brewery in the United States, and first in output of beer.
Has 120 public schools, with 116,200 scholars.
Largest and most complete railway station in America.
Has 51 public parks and squares, containing 2,764 acres.
St. Louis post-office ranks first in ratio of expenses to receipts.
Pieces of mail matter originating in St. Louis in 1914, 313,610,102.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1914, \$17,527,645.
Value of buildings erected in 1914, \$12,885,398.
Personal property assessed, \$485,324,000.
Value of manufactured products in 1913, \$378,731,470.

ST. LOUIS IN 1914.

| | |
|--|-----------------|
| Area, square miles..... | 62 1/2 |
| Population (estimated)..... | 800,000 |
| Real Estate and Personal, assessed value, 1914-15..... | 616,698,390 |
| Bonded Debt..... | \$22,438,000 |
| Houses erected during 1914, 8,837, cost..... | \$12,885,398 |
| River Front, miles..... | 19 |
| Public Parks and Squares, number 51; acres..... | 2,764 |
| Paved Streets, miles, January 1st, 1915..... | 656.66 |
| Paved Alleys, miles, January 1st, 1915..... | 234.00 |
| Public Sewers, miles, to January, 1914, 820; cost..... | \$24,170,623 |
| Conduits for Underground Wires, miles, January 1st, 1915..... | 332 |
| Water Supply, capacity gallons per day..... | 140,000,000 |
| Water Supply, average daily consumption..... | 91,100,000 |
| Receipts for Water Licenses..... | \$2,150,834 |
| Public Schools, 1913-14: | |
| Number..... | 120 |
| Teachers..... | 2,341 |
| Day Scholars..... | 97,858 |
| Evening Scholars..... | 18,342 |
| Cost, 1913-14..... | \$735,092 |
| Total Cost..... | \$17,129,885 |
| Union Station, 32 tracks, covers acres..... | 11 |
| Railroad Lines Terminating in St. Louis..... | 26 |
| Street Railroads, miles, single track, city, 348.21; county, 131.38..... | 479.59 |
| Passengers carried..... | 377,832,943 |
| Municipal Revenue, year ending April 7th..... | \$10,098,445 |
| Death Rate per thousand, 1914, basis 773,000 population..... | 14.32 |
| Post-Office, cash receipts..... | \$5,123,437 |
| Post-Office, pieces of Mail originating in St. Louis..... | 313,610,102 |
| Tonnage, Total Tons Received..... | 30,334,057 |
| Tonnage, Total Tons Shipped..... | 21,922,765 |
| Manufactures, Product (1913)..... | \$378,731,470 |
| Bank Clearings..... | \$3,888,851,608 |
| Banks and Trust Companies, capital, surplus and profits.... | \$77,804,676 |
| Tobacco, manufactured 1914, pounds..... | 76,022,676 |
| Tobacco Tax paid..... | \$5,529,418 |
| Grain Receipts, bushels..... | 78,399,102 |
| Flour Manufactured, barrels..... | 1,579,079 |
| Flour Received, barrels..... | 3,514,750 |
| Public Elevators, 9 capacity, bushels..... | 4,720,000 |
| Private Elevators, 36; capacity, bushels..... | 5,101,000 |
| Lead Received, pigs..... | 3,611,500 |
| Zinc and Spelter Received, slabs..... | 4,103,985 |
| Cattle Received, number..... | 1,073,386 |
| U. S. Internal Revenue Collection..... | \$11,111,849 |

ST. LOUIS IN 1914—CONCLUDED.

| | |
|---|-----------------|
| Hogs received, number..... | 2,871,558 |
| Sheep received, number..... | 677,776 |
| Horses and Mules received, number..... | 162,360 |
| Cotton Receipts, bales..... | 580,892 |
| Coal (all kinds) received, tons..... | 8,051,088 |
| Wool Receipts..... Lbs. | 21,147,900 |
| Hides, Receipts..... Lbs. | 64,598,200 |
| Dry Goods and Notions..... Sales | \$ 65,500,000 |
| Millinery..... | " \$ 6,500,000 |
| Vehicles, Implements and Automobiles..... | " \$ 19,000,000 |
| Plumbers' and Steamfitters' Supplies..... | " \$ 8,500,000 |
| Groceries and kindred lines..... | " \$ 74,000,000 |
| Boots and Shoes..... | " \$ 63,500,000 |
| Tobacco and Cigars..... | " \$ 52,000,000 |
| Hardware, Shelf and Heavy..... | " \$ 47,500,000 |
| Woodenware..... | " \$ 20,000,000 |
| Lumber..... | " \$ 45,000,000 |
| Candies..... | " \$ 5,500,000 |
| Clothing, Men's and Women's..... | " \$ 20,750,000 |
| Furniture and kindred lines..... | " \$ 20,000,000 |
| Stoves, Ranges and Furnaces..... | " \$ 8,000,000 |
| Electric Industries..... | " \$ 18,000,000 |
| Paints, Paint Oils and White Lead..... | " \$ 14,250,000 |
| Saddlery and Harness..... | " \$ 2,850,000 |
| Hats, Caps and Gloves..... | " \$ 4,950,000 |
| Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals..... | " \$ 25,000,000 |
| Glass, Plate and Window, Ornamental..... | " \$ 5,000,000 |
| Clay Products..... | " \$ 3,750,000 |
| Furs..... | " \$ 5,000,000 |
| Railway Supplies..... | " \$ 11,000,000 |
| Trunks and Bags, etc..... | " \$ 4,925,000 |
| Steel Castings and Foundry and Machine Shop Products..... | " \$ 16,000,000 |
| Carpets and kindred lines..... | " \$ 6,750,000 |
| Railroad and Street Cars manufactured, value..... | " \$ 25,000,000 |
| Paper, Stationery and Envelopes..... | " \$ 11,000,000 |
| Dry Plates..... | " \$ 2,250,000 |
| Queensware and Glassware..... | " \$ 2,100,000 |
| Bakery Products..... | " \$ 10,500,000 |
| Tin, Enameled and Galvanized Ware..... | " \$ 12,000,000 |
| Soap and Candles..... | " \$ 15,000,000 |

REVIEW, 1914.

The mercantile and manufacturing interests of St. Louis during the year 1914 encountered the same general adverse conditions as was experienced by practically all business centers of the first class throughout the country. After a careful review of the many changed conditions experienced, there is no doubt but what St. Louis wholesale mercantile establishments and manufacturers sustained reverses no more than other sections of the country.

A general canvass of the principal wholesale concerns and the chief manufacturers, for which the City is noted, shows losses ranging from about 5 to 30 per cent from the gross volume of business done in 1913. The biggest losses were sustained by manufacturers of certain lines. But it must not be overlooked that the preceding year was an exceptionally favorable one for a good many lines manufactured in St. Louis.

St. Louis, the fourth city in population in the United States, is likewise the fourth in position as a manufacturing city. The Department of Statistics of the State Labor Bureau in its report for 1913-14 approximates the value of goods made by nearly 2,500 establishments at \$378,731,470 as against \$345,657,438 the twelve months prior. The capital invested is estimated at \$47,622,153. There are 87,114 males and 26,401 females employed in the various factories. The annual wages paid approximate \$74,692,604. There are several hundred small factories in the city that make no returns. Made in St. Louis Products of many kinds are to be found in all parts of the civilized world.

More than two score banks and trust companies aside from one of the Federal Reserve Banks, which is located in St. Louis, look after the financial interests of its some thousand wholesale and retail mercantile establishments. Despite the depressed and adverse conditions which for a time confronted local banking houses, like in previous years of adversity, St. Louis institutions weathered conditions as in past periods. The statement of the Clearing House issued on January 13, 1915, at the call of the Comptroller of the Currency of the United States, shows total deposits of \$274,400,691, as against \$311,978,876 November 26, 1914. Loans and discounts amounted to \$214,956,806 compared with \$232,209,973 the year prior. The capital stock aggregated \$40,550,000 against \$42,150,000 in 1913, and surplus and profits \$37,254,676, as contrasted with \$38,063,171 the previous twelve months. The bank clearings for the year were \$3,888,851,608, as compared with \$4,136,994,869 in 1913, a decrease of 5.9 per cent. Two of the principal banks put in a Savings Department, and one Trust Company established a State Banking Department.

Postal transactions to a marked degree indicate business conditions of a city like St. Louis, and while the revenues are behind the figures of 1913, the decrease, taking it in comparison to the aggregate volume of business done, is slight, but no doubt will compare most favorably with the returns as made by Post Offices in the other large cities of the country. The total revenues of the year past were \$5,123,437.78 as, against \$5,331,298.11 in 1913, and \$4,828,678.47 in 1912. The expenditures were \$2,087,332.71 against \$2,075,979.28 and \$1,905,382.54 respectively. The total distribution and dispatch of mail originating in St. Louis was 72,243,485 pounds, contrasted with 73,068,056 pounds in 1913 and 53,266,853 pounds in 1912. Pounds of mail received, 16,088,737, as compared with 15,504,729 in 1913. The total number of pieces of outgoing mail were 313,610,102 compared with 330,932,578 in 1913 and 315,061,793 two years ago. The parcel post business showed good gains, the pounds received being 4,372,927, as contrasted with 3,545,620 the previous twelve months, and the amount dispatched was 15,314,853 pounds compared with 15,239,578 pounds a year ago. Number of Postal Savings Accounts open December 31, 1914 were 4,915 and amount on deposit \$641,266.

Regardless of the general depression reported by manufacturers in many lines and the numerous factories operating under reduced forces the tonnage of the combined railroads, the traction lines and boats for the past year, was exceeded by only one year in the history of St. Louis commerce, that of 1913. The aggregate tons of freight received and shipped totalled 52,256,822 tons, as contrasted with 54,609,560 tons the previous twelve months, and 51,742,357 tons in 1912. The receipts amounted to 30,334, 057 tons against 32,432,801 tons the year previous, and the shipments 21,922,765 tons and 22,176,759 tons respectively. Of the inbound freight 8,051,088 tons were reported as coal compared with 8,925,579 tons of coal reported received in 1913.

Receipts and shipments of grain at St. Louis during 1914 were again of good volume, though not up to the movement of the previous year. St. Louis is one of the great primary grain centers of the country, the aggregate movement of the five principal cereals, wheat, corn, oats, rye and barley totalling 78,399,102 bushels received, and 57,130,890 bushels shipped, as compared with arrivals of 80,498,694 bushels, and shipments 53,263,515 bushels in 1913. Of the receipts 33,569,047 bushels wheat, 17,105,825 bushels corn, 24,944,650 bushels oats, 389,000 bushels rye and 2,390,580 bushels barley. The shipments were as follows: Wheat, 25,626,870 bushels; Corn, 10,739,410 bushels; Oats, 20,116,250 bushels; Rye, 288,130 bushels, and Barley, 360,230 bushels. Exportations of wheat showed large gains over the previous year amounting to 6,715,029 bushels, as contrasted with 4,137,995 bushels. The amount of Corn exported was 1,061,443 bushels, as against 1,510,952 bushels in 1913. The foreign demand for Oats was exceedingly heavy, the exports being 617,010 bushels as compared with only 62,838 bushels in 1913.

Flour manufactured by local mills the past year showed an increase of over one-half million barrels, totalling 1,579,079 barrels against 1,036,761 barrels in 1913 and 1,030,704 barrels in 1912. The output of mills operated by members of the Exchange located outside of St. Louis, aggregated 2,138,201 barrels as compared with 2,176,229 barrels the preceding year, and 1,993,963 barrels two years ago. The receipts of flour at St. Louis during the year past footed 3,514,750 barrels as compared with 3,266,375 barrels in 1913, and 3,032,330 barrels in 1912. The shipments were 4,309,645 barrels against 3,890,930 barrels, and 3,079,570 barrels the two years preceding. In the matter of exports a goodly gain was noted over the former years, the total being 905,881 barrels against 726,842 barrels in 1913 and 881,480 barrels in 1912. St. Louis made flour was exported to twenty-four foreign countries.

Real Estate transactions during the year were of very good volume taking it all in all. Building conditions, while below the previous year in the city, recorded favorable progress in the suburban districts. The assessed valuation of real estate for 1914 is placed at \$485,558,700 and personal property at \$94,390,990. The transfers for the year numbered 12,817, valued at \$17,527,645, and deeds of trust totalled 13,063 aggregating \$109,081,756. The number of building permits were 8,837 approximating in value \$12,885,398.

As a wholesale and jobbing market for dry goods, silks, notions and kindred lines, St. Louis continues to maintain her position as one of the leading centers of the country, and, although owing to the financial stringency and the general war in Europe, together with the unprecedented cotton situation, in the South, the total volume of business for the year did not equal the record-breaking year of 1913, it was well up to the average, and the decrease was proportionately less than the decreased volume of other markets. It is estimated that the year's business was about ten per cent less than that of the preceding year. Most of this loss occurred in the last six months of the year, as the first six months business was good. In the last half of the year, however, the effect of the unusual conditions began to be felt, and toward the close of the year, business in these lines was almost at a standstill.

Part of the loss was caused by the heavy declines in the prices of cotton goods, and the reduced output of factories operated by the various local wholesale dry goods companies. Notwithstanding the decreased volume, however, it is estimated that the business in dry goods alone for the year 1914, amounted to over \$60,000,000. Silks, Notions, etc., about \$55,000,000 a total of the combined lines of approximately \$65,500,000. The feature of the year was the consolidation of two of the largest wholesale dry goods concerns in St. Louis, with a capitalization of \$10,000,000, which makes it one of the largest and strongest companies of the kind in America. Toward the close of the year, some improvement was shown, and the outlook for the new year is bright, as advance orders are coming in freely.

St. Louis continues to maintain her supremacy as the leading market in the West for millinery and kindred lines, but the business in 1914 was somewhat irregular. In the spring, the volume of business was so good, that all records were broken. In the month of August, the volume of business was also unusually good, but in September, October and November, the falling off was so heavy, that it more than offset the Spring and August increase, causing the total volume for the year to show a decrease of approximately eight per cent. Owing to its superior location, St. Louis has built up some of the largest manufacturing, importing and wholesale millinery houses in the country, distributing more goods of this character than Chicago, and is second only to New York as a jobbing center for millinery and kindred lines. Advance orders began to come in freely toward the close of the year, making the prospects for the year 1915 exceptionally bright. While there was a heavy shrinkage in the volume of business, the class of goods sold was fully as high as usual.

St. Louis continues to maintain its position as the largest manufacturing center in the country for boots and shoes, as well as the largest distributing market in these lines in the world. The entire product of nearly two score of plants owned and controlled by St. Louis manufacturers, and which manufacture all kinds of footwear, is handled in St. Louis, in addition to the immense amount of Eastern made footwear that is distributed by St. Louis jobbers. Nearly every show manufacturing and distributing house in the country has a jobbing agent in this City, and a number of new agencies of this kind were established within the last year. Owing to the fact that the Southern trade constitutes a large part of the business of St. Louis, the volume of sales was considerably restricted by the unfavorable cotton situation brought about by the general European war. This caused the total volume of business for the year to show a decrease of about 11 percent from the high record reached in 1913. It is estimated, that the total volume for the year was approximately \$63,500,000. The greater part of the falling off occurred in the latter part of the year, although business was more or less restricted throughout the entire twelve months. At the close of the year, however, a more hopeful situation developed, and some of the factories which were idle were again put in operation.

Advance orders are fair, and the outlook for 1915 is much improved. The restricted exports to Europe are being offset by the growing trade in other parts of the world, and the heavy orders from some of the beligerent countries.

The largest exclusive carpet house in the world is located in St. Louis, in addition to three of the largest jobbing houses in the country, and a number of manufacturers' agencies. Business was exceptionally good in the early part of the year, but was sufficiently poor in the latter part of the season to bring the total volume slightly below that of the banner year of 1913. Owing to the practical tying up of the world's supplies

of jute and bagging, the war had a particularly disastrous effect upon the linoleum trade, but, while it restricted the importation of carpets, it tended to increase the output of domestic manufacturers. Advance orders, while they are not coming in as freely as they did a year ago, are fair, and the prospects are bright for a good volume of business in 1915.

Manufacturers and jobbers in electrical supplies suffered in sympathy with the depression in other lines of business in the latter part of the year, although there was a decided improvement in the first eight months of 1914, caused by the rapid growth in the use of electric appliances. Some branches of the trade show a heavy increase in the volume of business for the entire year, while others show equally as heavy a falling off, bringing the total volume down to about equal that of 1913.

As the electrical industry was slow to feel the depression, it is equally slow in receiving the benefit of the improved trade conditions, and advance orders are few and far between, with prospects for the coming year poor, and business in an unsatisfactory condition.

The saddlery and harness business of St. Louis for the year 1914 was fully 25 per cent less than the total for the preceding year, but notwithstanding this shrinkage, this City continues to be the largest manufacturing and distributing center in these lines in the United States. As the greater part of the business of this market is in the Southwest, the falling off is due to the unfavorable cotton situation. The European war, which was the chief contributing cause for the falling off, promises to prove beneficial in the end, as several large orders for European armies have been received, and St. Louis promises to become a prominent point for the manufacture of army supplies of this character for European nations, in addition to her trade on this continent, which extends from the Atlantic to the Pacific, and from Canada to Mexico. Business in the Spring was good, but trade was unusually slow in the latter part of the year, and aside from the war contracts, there are few advance orders coming in. The outlook for the new year is far from encouraging. Conservative estimates make the total volume of business in this line for the year approximately \$2,850,000.

Partly on account of the rapid growth of the automobile industry, and partly owing to the general business depression, the output of buggies from the manufacturing plants in St. Louis was fully 20 per cent less than in 1913. The falling off was almost entirely in the latter part of the year. In the first three months, orders were plentiful, and the year opened as if all records would be broken, but towards midsummer business began to fall off, and the closing quarter of the year was one of the most discouraging ever witnessed by the trade. This falling off in business was not confined to this point, however, as St. Louis continues to maintain her lead over Cincinnati as a buggy manufacturing center. Not only was the number of orders smaller, but the trade purchased a cheaper class of goods, which tended to still further reduce the figures for the total

volume of business in this line. The total value of the putout of buggies from St. Louis factories in 1914 is estimated at approximately \$8,000,000. At the beginning of the new year a marked change for the better was noted, and the number of advance orders is fairly satisfactory, but nothing phenomenal in the way of business is expected in 1915.

A heavy decrease also was shown in the output of wagons from St. Louis factories, as well as a heavy decrease in the number and value of wagons distributed from this market. The rapid and steady increase in the use of automobile trucks, for heavy hauling, is rapidly displacing horse-drawn vehicles. It is estimated that there was a decrease of fully twenty-five per cent in the volume of business in this line for the year, and that the total value of the horse-drawn vehicles manufactured or sold in St. Louis amounted to approximately \$15,000,000, which, with the \$4,000,000 figured as the value of the automobiles handled in St. Louis for the year, brings the total volume of the vehicle business to approximately \$19,000,000. The outlook for wagons for 1915 is light.

St. Louis continues to be the leading distributing market in the country for all kinds of paper. The volume of business in this line, however, suffered in sympathy with the depression in other lines of trade, and there was a decrease of between ten and twelve-and-a-half per cent, as compared with the business of 1913. The favorable location of St. Louis, as the gateway to the great Southwest, gives this City a marked advantage over her competitors in controlling this splendid trade territory, and not only do St. Louis jobbers and manufacturers enjoy an immense volume of business in paper of all kinds, blank books, stationery, envelopes, tags, and other office supplies, in the South and West, but they are constantly enlarging their field of operations, and are now selling large amounts of goods in the Pacific Coast States and in Mexico. Advance orders are coming in very slowly, and, at the opening of the year, the outlook was not encouraging.

In the manufacture and distribution of paints, oils and varnishes, white lead and other materials used in the manufacture of paints and varnishes, St. Louis is steadily forging to the front, and the loss in business in this line, in 1914, was smaller in this market than in any other market in the country. The total volume of business in these lines was about four per cent smaller than the volume of business in 1913. This decrease occurred mostly in the closing months of the year, but conditions are now improving, and the outlook for the year 1915 is very satisfactory. The aggregate volume of trade in the combined lines, is estimated at about \$14,250,000.

St. Louis, while maintaining her position as one of the greatest manufacturing and distributing points in the country, for all kinds of glass, suffered a loss of between 15 and 20 per cent in the total volume of sales in these lines in 1914, as compared with 1913. The loss at other points, however, was fully as great, if not greater. Glass used in the building trades showed the heaviest percentage of loss, but trade in all kinds of

plate, plain and ornamental, window glass, mirrors and bottles, suffered a heavy falling off. In the matter of profits, the year was but little less satisfactory than 1913. The loss was well distributed throughout the year, but at the close of the year, business in this line received a new impetus, and the advices received from the South and Southwest, with the advance orders, it is believed that the year 1915 will prove to be a good business year.

Owing to the restricted building operations, manufacturers and jobbers in plumbers' and gas fitters' supplies report that business in these lines for the year 1914 was fully 15 per cent less than in 1913, and that most of the falling off was in building lines. Business throughout the entire year was light, but the decrease was mostly in the latter part of the year. A few lines showed a slight increase over the volume of business in the preceding year, but nearly every line showed a decrease. The lower prices for nearly all kinds of supplies caused a further reduction in the total value of the goods sold, and collections were unusually poor. The feeling of depression continues in some quarters, and while some of the dealers are very optimistic in regard to the future, new orders are coming in very slowly.

As a jobbing market for glass and queensware, this city continues to maintain her position as one of the leading distributing centers of the country, but the total volume of business for the year showed a falling off of about 8 per cent from the aggregate in 1913. There was a good business in the early part of the year, and steady gains were recorded until August 1st. In the latter part of the year, however, on account of the general business depression, the falling off was so heavy, that not only were the early gains wiped out, but aggregate for the year was less than that of the preceding year. Since the opening of the new year, there has been a better inquiry, and the outlook for the new year is very favorable.

In the production of dry plates and other photographic supplies, St. Louis continues to maintain her position as second place, and is rapidly forging to the front. In the first eight months of the year 1914, business was up to the usual volume, and was fully equal to that of the corresponding period in 1913. In the last quarter, however, there was a heavy falling off, and the total volume of business for the year showed a decrease of fully 10 per cent.

St. Louis manufacturers were among the first in the country to produce dry plates, and St. Louis made plates have an enviable reputation throughout the entire civilized world. There are four large concerns in St. Louis who devote their entire attention to the manufacture and sale of photographic dry plates, and their output for the year was valued at approximately \$2,250,000. The prospects for 1915 are far from encouraging.

St. Louis continues to maintain its position as the greatest manufacturing and jobbing point in the world for stoves and ranges. There

was a heavy falling off, however, in the volume of business for the year, as compared with that in 1913. The total trade in all lines was fully 30 per cent smaller than that of the preceding year. The decrease was noticeable throughout the entire year, but there was a particularly heavy cancellation of orders from the South in the last half, the loss increasing steadily after August, and reaching the maximum in December. Since the opening of the new year, however, business in this line is looking up, and advance orders are coming in fairly well. About 6000 persons are usually employed in the 22 stove manufacturing plants in the St. Louis district when in full operation. Over \$8,000,000 of capital is employed in this industry. The output the past year was reduced to about \$8,000,000. St. Louis-made stoves, ranges, vapor stoves and furnaces, are sold from the Atlantic to the Pacific Coast, and from the Lakes to the Gulf, as well as a good percentage of export sales.

As the largest manufacturing and wholesale market in the world for drugs, patent and proprietary medicines and chemicals, St. Louis easily continues to maintain her lead, although business in some lines was depressed, and there was a considerable shifting of trade. St. Louis brands of drugs and chemicals are known throughout the entire civilized world, and her business is rapidly expanding. In the volume of business in photographic chemicals, and in toilet accessories, a gratifying increase is shown, but the loss in other lines was sufficient to bring the total volume in all lines down to about the same as in 1914. Some of the large manufacturing plants in the country are operated by St. Louis chemists, and the largest wholesale drug house in the world is located here.

With such a wide diversity of lines, it is difficult to make an estimate of the total volume of business, but it is placed at approximately \$26,000,000. Advance orders are beginning to come in freely, and while they are mostly for small quantities, druggists' stocks, in the St. Louis trade territory, are light, and the business in 1915 promises to be good.

St. Louis has a nation-wide fame as a manufacturing center for fire-clay products, such as sewer-pipe, terra cotta, gas retorts, fire bricks, tiling, etc. Her terra cotta products are known all over the world, and wherever zinc ore is smelted, St. Louis-made zinc retorts enjoy an enviable reputation. The fame of the city in these lines is steadily growing. In the production of sewer-pipe, a slight gain was made, owing to the exploitation of a number of new towns, sub-divisions and additions in St. Louis trade territory. In fire-brick, paving brick, and building brick, there was a heavy falling off, on account of the slack building operations, but since the opening of the year, there has been a marked improvement, and the outlook is now good. It is estimated that the total falling off for the year was something over 5 per cent, and that the value of the output of all lines was approximately \$3,750,000.

In the output of cast iron and foundry products, there was a heavy falling off in 1914, as compared with 1913, but the estimates of the different firms show losses varying from 20 to 35 per cent. The average

decrease, however, was approximately 25 per cent. Railroad castings, such as car wheels, etc., show the greatset falling off, but other lines also suffered heavily. Business was restricted throughout the entire year, but the stagnation was almost complete in the closing months of the year. Railroads however, allowed their equipment to run down to such an extent, that they were compelled to order castings for repairs and renewals, and orders are now coming in at a fairly active rate, and the volume of unfilled orders is larger than it was in January, 1914. It is estimated that business in this line for the year 1914 amounted to something over \$16,000,000.

Although the business in this line shows a slight decrease in volume from that of 1913, St. Louis continues to be the largest wholesale hardware market in the world, in both the size and number of its jobbing establishments, as well as in the great variety of lines handled. Owing to the decreased building operations, there was a particularly heavy decrease in the amount of builders' hardware sold, the loss amounting to fully 20 per cent, and, with the exception of automobile supplies and accessories, business in every line shows a loss, ranging from 5 to 25 per cent. The total volume of business in the various lines shows a decrease of between 10 and 12½ per cent, as compared with the volume of business in 1913. The total volume of business for the year 1914 is estimated at approximately \$47,500,000. The loss was almost entirely in the last quarter of the year. Since the opening of the new year, a feeling of confidence has developed, and new orders are beginning to come in freely from a wide expanse of territory, and the outlook is bright.

St. Louis continues to occupy the leading position in the manufacture and distribution of woodenware, although the business in this line did not show the usual gain in 1914 which it has shown in previous years. The total volume was just about equal to that of 1913, and fully one-half of the woodenware business of the country was handled in this City. St. Louis not only has the largest woodenware house in the world, but this line of business is noted as a St. Louis specialty, and the different St. Louis houses estimate that their business in woodenware and kindred lines amounted to approximately \$20,000,000 for the year. In the first few months of the year, the volume of business was ahead of that of the corresponding part of the preceding year, but October, November, and December were the worst months experienced by the trade in a number of years, offsetting the gain in the early part of the year, and bringing the total down to about the same as in 1913. There was a decided change for the better at the opening of the new year, and prospects for 1915 are encouraging.

Although the output of plug tobacco did not show the usual gain in 1914, the business in this line was about equal in volume to that of 1913, and St. Louis continues to be the greatest manufacturing point for tobacco in the world. The production of her factories for the year

amounted to approximately 75,000,000 pounds, the value of which was close to \$52,000,000. This City is also a great manufacturing point, and distributing center, for smoking tobacco, cigars and cigarettes, and business in these lines is steadily growing. In the manufactured output there was little if any gain over that of 1913, but a number of large selling agencies were established, and this caused a good increase in the total volume of business.

The general trade in this line throughout the country was depressed, but the value of the output of street cars from the car manufacturing plants in St. Louis, in 1914, was about equal to that of 1913. Most of this business, however, was on old contracts. The orders were particularly good in the early part of the year, but in the closing weeks there was a noticeable falling off. St. Louis continues to be one of the foremost manufacturing centers in the country, for both street cars and freight cars, and some of the largest plants of the kind in the world have their headquarters in this City. At the opening of 1915, a flood of inquiries came in, and, as the equipment on the various railroad and street railroad systems of the country is badly run down, the prospects for the coming year are bright. The production of railroad cars showed a falling off of between 20 and 25 per cent, but less depression was felt at this point, than at almost any other manufacturing center of the country.

As a manufacturing and distributing point for soaps and candles, St. Louis showed a gain of between 15 and 20 per cent. The candle business showed a slight decrease, but owing to a persistent advertising campaign, and the growing importance of this City as a manufacturing and distributing center for soaps, the loss in the candle business was not noticeable.

The gain was well distributed throughout the year, but increased in momentum until the close. Local manufacturers attribute the gain largely to the growing fame of a number of St. Louis brands, and the increased advertising done by its manufacturers. Prospects for 1915 are bright. It is estimated that the total volume of business in these lines approximated over \$15,000,000.

As a meat packing center, St. Louis is rapidly forging to the front, and instead of a falling off in the business of the year, as was experienced in many other lines, the volume of business in this line for 1914 was fully \$2,300,000 larger than that of 1913, bringing the total up to approximately \$27,250,000. Business was well distributed throughout the year, and part of the increase was caused by the high prices of hogs and cattle, which caused corresponding high prices in meats and meat-products.

As a manufacturing center for bakery goods, St. Louis not only continues to maintain her position as one of the most important trade centers of the country, but while most other lines show a decrease for the year, St. Louis bakers report an increase of between 5 and 7½ per cent over the record breaking volume of business in 1913. This was due in part to the high prices of other food-stuffs, occasioned by the war. The

increase also is due partly to the educational campaign which is being conducted by the larger baking companies for the purpose of teaching the public that under the present methods bread can be produced in a cleaner and more sanitary manner, and at a lower cost in the larger bakeries than by housewives.

Reports received from the various wholesale grocery houses, while they show a decrease of from $7\frac{1}{2}$ to 10 per cent in the total volume of business transacted in 1914, as compared with the business of the preceding year, are more encouraging than was expected. The loss in business was well distributed throughout the entire year, but was slightly heavier in the closing months of the year. In the first quarter of 1914, the volume of business was almost up to the normal, but the spring drought in the St. Louis territory caused the buyers to curtail their orders. Before the trade had an opportunity to recover from this, a further shrinkage was caused by the depressed condition in the South on account of the low price of cotton, and the European war. At the close of the year, there was a slight improvement in the situation, and advance orders are coming in at a rate which indicates a good volume of business for 1915. Notwithstanding the decreased business, however, St. Louis continues to be the greatest inland coffee market in the country. The total business in groceries, coffees, and all kindred lines, is placed at \$74,000,000.

As a manufacturing center and jobbing point for men's clothing, St. Louis continues to make tremendous strides, and the year 1914 was the biggest year in the history of the trade, showing a gain of over 5 per cent over the volume of business for 1913, which was the banner year up to that time. In the first six months of the year, the volume of business was phenomenally good, showing a good increase over the preceding year. In the last half of the year, however, business suffered with other lines of trade on account of the war, and there was a heavy falling off in orders. The loss, in the latter part of the year, however, was not as large as the gain in the first half, and the total volume for the year showed a gain of over 5 per cent. St. Louis houses, although they continued to make a specialty of the manufacture of medium-priced clothing, gradually increased their sales of high-priced goods, and the output of overalls also showed a gratifying increase. The total volume of business in all lines for the year, amounted to upward of \$15,750,000. Manufacturers and jobbers in ladies' clothing report that the volume of business in their line, in 1914, showed a slight decrease as compared with the business in 1913. The loss of business in the South was more than enough to offset the gains in the other parts of St. Louis trade territory. The total volume of business amounted to somewhat less than \$5,000,000.

Noted as one of the leading points of the country for the manufacture of enamelware, graniteware, tinware and stamped ware, St. Louis continues to maintain its position. The total volume of business for the year, however, was only about the same as that for the year 1913..

Some of the largest manufacturers of the country are located at this point, and they were able to keep their plants in operation throughout the greater part of the year. Business in the early part of the year was most satisfactory, but later on, on account of the general depression in the iron and steel trades, there was a heavy shrinkage, until the closing months of the year, when trade was almost at a standstill. The European war, which caused an almost complete tie-up of the export trade, and the cotton situation, caused a heavy cancellation of Southern orders, completely offsetting the gain in the early part of the year, and bringing the total down to about the same as that of 1913. It is estimated that the total volume of business in this line for the year amounted to about \$12,000,000. Advance orders are coming in very slowly, but a good volume of business is expected in 1915.

In the manufacture and distribution of trunks and traveling bags, St. Louis easily continues to maintain her lead, although the volume of business in this line was about 10 per cent smaller than that of 1913. This decrease occurred entirely in the closing months of the year, as up to September 1st there was a satisfactory increase in the number of orders. In the last quarter, the Southern business was almost completely paralyzed, and the falling off was more than enough to wipe out the gain in the first eight months of the year. Advance orders are very satisfactory, however, and the outlook for 1915 is very bright.

While St. Louis continues to occupy a leading place as a distributing market for hats and caps, the volume of business in 1914 was fully 10 per cent smaller than the business of 1913. In the first part of the year the outlook was very promising, and the volume of business ran away ahead of that for the corresponding period in 1913. In the latter part of the year, there was a heavy falling off, particularly in the Southern territory. Advance orders are now coming in in a very satisfactory manner, however, and while the volume is not up to that of a year ago, there is every indication that the year 1915 will be a most satisfactory one. St. Louis manufacturing plants are gradually increasing their output, and this market continues to lead other points in both the number of sales and value of the shipments. The falling off in the Mexican trade which was caused by the disturbed conditions in that country, was more than compensated for by the increase in the trade of other Latin-American countries.

In the manufacture and sale of Candies, St. Louis continues to maintain her lead, but the volume of business for 1914 was about 10 per cent less than that for the preceding year. The falling off, however, was less than that sustained at other candy centers. The business was affected to some extent by the heavy advance in sugar, but the advanced prices of candies tended to offset to some extent the reduction in the number of orders. The year was marked by the advent of another large candy manufacturing plant, which is a branch of a large Boston Company. There are now more than twenty-six large factories, which

employ many thousands of hands, and a large number of smaller concerns, which cater particularly to the local trade. St. Louis factories have established a nation-wide reputation for high grade candies, and some of these plants are among the largest in the country. In addition to the large quantities of candy manufactured at this point, St. Louis is one of the largest distributing points in the country for medium and low grade candies manufactured at other points, bringing the total manufacturing and jobbing business of the City in this line to over \$5,500,000.

On account of the general depression in the transportation business of the country, the railway supplies trade of St. Louis for the year 1914 was the smallest in a number of years, and shows a decrease of fully thirty per cent from the total volume of business in 1913. Business was extremely uneven throughout the year, as it became gradually worse from the first of the year to the end of September, with the heaviest loss in August and September. In October, however, a marked improvement was noted, and the volume of business in that month was larger than that for the corresponding month in 1913. It is almost impossible to give a sufficiently close estimate of the total volume of business in this line to be of any value, but is consistently placed at about \$11,000,000. Advance orders are now coming in freely, and the outlook for the coming year appears bright.

BANKS AND TRUST COMPANIES.

STATEMENT OF JANUARY 13, 1914, AND DECEMBER 31, 1914.

| | 1914. | 1913. | Increase. | Decrease. |
|--------------------------|-------------------------|-------------------------|-----------------|------------------------|
| ASSETS— | | | | |
| Loans and Discounts..... | \$214,666,806 71 | \$232,209,978 87 | ..... | \$17,543,172 16 |
| Bonds and Stocks..... | 66,009,481 69 | 61,870,214 84 | \$ 4,139,267 85 | ..... |
| Real Estate..... | 9,827,938 12 | 9,779,606 08 | 48,332 04 | ..... |
| Cash and Exchanges..... | 86,242,588 72 | 108,423,464 16 | ..... | 22,180,875 44 |
| Totals..... | \$375,086,780 24 | \$411,783,848 40 | ..... | \$36,746,568 16 |
| LIABILITIES— | | | | |
| Capital..... | \$ 40,500,000 00 | \$ 42,150,000 00 | ..... | \$ 1,650,000 00 |
| Surplus and Profits..... | 87,264,076 52 | 29,063,171 18 | ..... | 58,200,905 34 |
| Circulation..... | 18,542,187 50 | 16,544,582 50 | \$ 1,997,605 00 | ..... |
| Deposits..... | 274,400,681 98 | 311,978,876 02 | ..... | 37,578,194 04 |
| Bond Account..... | 2,869,480 00 | 2,667,480 00 | ..... | 202,000 00 |
| Bills Payable..... | 1,969,784 27 | 459,278 75 | 1,510,505 52 | ..... |
| Totals..... | \$375,086,780 24 | \$411,783,848 40 | ..... | \$36,746,568 16 |

CLEARINGS FOR EACH YEAR SINCE ORGANIZATION OF THE
CLEARING HOUSE, SHOWING RATE PER CENT OF
INCREASE OR DECREASE.

| YEAR. | AMOUNT. | Percent. |
|-----------|-----------------------|----------|
| 1869..... | \$ 292,195,745 | |
| 1870..... | 387,407,729 + 33 | |
| 1880..... | 711,459,489 + 29.98 | " |
| 1881..... | 832,631,830 + 17.16 | " |
| 1882..... | 863,129,287 + 3.60 | " |
| 1883..... | 870,961,645 + 0.93 | " |
| 1884..... | 785,202,177 — 9.87 | " |
| 1885..... | 759,130,425 — 3.31 | " |
| 1886..... | 810,795,062 + 6.85 | " |
| 1887..... | 894,527,731 + 10.36 | " |
| 1888..... | 900,474,878 + 0.56 | " |
| 1889..... | 987,522,629 + 9.78 | " |
| 1890..... | 1,118,573,210 + 11.70 | " |
| 1891..... | 1,139,599,575 + 1.88 | " |
| 1892..... | 1,231,571,963 + 8.07 | " |
| 1893..... | 1,139,014,291 — 7.55 | " |
| 1894..... | 1,127,702,906 — 0.97 | " |
| 1895..... | 1,244,323,654 + 10.38 | " |
| 1896..... | 1,158,602,359 — 6.83 | " |
| 1897..... | 1,366,703,956 + 17.94 | " |
| 1898..... | 1,456,462,062 + 6.44 | " |
| 1899..... | 1,638,384,203 + 12.53 | " |
| 1900..... | 1,688,849,494 + 3.11 | " |
| 1901..... | 2,270,680,216 + 34.54 | " |
| 1902..... | 2,506,804,328 + 10.39 | " |
| 1903..... | 2,510,479,245 + 0.12 | " |
| 1904..... | 2,793,233,918 + 11.27 | " |
| 1905..... | 2,899,798,979 + 3.79 | " |
| 1906..... | 2,972,663,307 + 3.83 | " |
| 1907..... | 3,165,619,327 + 6.10 | " |
| 1908..... | 3,074,806,759 — 2.87 | " |
| 1909..... | 3,442,439,002 + 11.98 | " |
| 1910..... | 3,727,949,379 + 8.35 | " |
| 1911..... | 3,859,681,136 + 3.55 | " |
| 1912..... | 4,027,580,808 + 4.3 | " |
| 1913..... | 4,136,994,869 + 3.63 | " |
| 1914..... | 3,888,851,608 — 5.9 | " |

ST. LOUIS TO-DAY AND ITS FUTURE.

By THOMAS H. LOVELACE, The Business Men's League of St. Louis.

The progress of the country at large is well reflected in the commercial development of St. Louis. This is accounted for in a very large measure by the fact that the center of population is but a short distance east of St. Louis, and is rapidly drifting westward. St. Louis is within the path of this westward movement as indicated by the statistical atlas of the United States. Since it follows that greater population means greater purchasing power, it clearly shows that a city so favorably located as St. Louis is destined to become one of the greatest, if not the greatest commercial center of the United States. St. Louis already ranks fourth both in population and manufacture. It has within its boundaries approximately 800,000 people with an additional 250,000 in the immediate adjacent district.

In view of the fact that St. Louis is the logical supply center for the most rapidly developing territory in the United States—the great West and Southwest, to say nothing of the South and Southeast—having something like 30,000,000 people within twelve hours' ride, it can be confidently expected that the growth of this city will exceed the most sanguine expectations of its citizens. The steady growth of St. Louis as a manufacturing and distributing center is clearly indicated by the value of the manufactured output for the City of St. Louis, as reported by the State Labor Bureau, showing that the value of such manufactured output increased \$33,000,000 over the fiscal year ending June 30, 1913, or about 10 per cent.

OPPORTUNITIES FOR MANUFACTURERS.

St. Louis, with its central location, accessibility to the sources of raw material and ready markets for the finished product, offers exceptional opportunities to manufacturers already established here and to those now located elsewhere. This city is at the very threshold of the inexhaustible coal fields of Illinois and fuel is delivered to industries at furnace door at prices ranging from \$1.05 to \$2.05 a ton, according to size and quality. No other large city is so favorably situated.

Hydro-electric power is distributed to St. Louis manufacturers at a very low cost.

A very low tax rate obtains in St. Louis, which is another feature attractive to manufacturers.

Living conditions are very satisfactory in St. Louis, which is conducive toward satisfactory labor conditions.

COMMERCIAL DEVELOPMENT.

As previously indicated, the westward movement of the center of manufacturing, as well as of population, is headed towards St. Louis and

before many more years St. Louis will be that center. Being centrally located, distribution of articles manufactured here, as well as those produced elsewhere and warehoused in St. Louis, can be made at a minimum expense of transportation charges, combined with rapid service.

In commercial life today, rapid service is absolutely essential. The City of St. Louis, through the Business Men's League, was the first to systematize its package car service through which rapid distribution of freight is made to all parts of the United States. Approximately 1,200 merchandise cars leave St. Louis daily, sealed to break bulk at distant points. An idea of the extent of this service may be gained by the statement that 1,200 merchandise cars represents a train about eight miles long. This service is frequently referred to as express service at freight rates. In order that advantage may be taken of this service, manufacturers located elsewhere find it necessary to establish branch factories or distributing warehouses in St. Louis, thus recognizing the strategical position of this city as the best manufacturing and distributing center in the United States.

Within a radius of three hundred miles there are the greatest wealth producing centers of the nation, meaning particularly the grain center, the cattle center, the hog center, the horse and mule center, the center of farm production, the lead and zinc center, and the cotton center is just beyond the three hundred mile radius, but nevertheless due south of St. Louis.

TRANSPORTATION FACILITIES.

The metropolis of the Mississippi Valley early in its history became a center of transportation. The steamboats plying up and down the Mississippi River, lining the wharves of the city were soon followed by the railroads. Gradually the number of railroads serving St. Louis increased so that today it is the second largest railroad center in the United States. Twenty-five steam railroads and four electric lines serve St. Louis. The Mississippi River as a freight rate regulator exerts its influence upon the rail rates not only to points adjacent to the Mississippi River, but also to the interior. With the further development of water transportation, St. Louis is destined to become even more important as a market not only for domestic commerce, but for import and export trade as well.

With the many natural resources at her threshold, the great wealth producing centers of the nation within close proximity, ample transportation facilities, equitable freight rates, satisfactory labor and ideal living conditions, in addition to its parks and boulevards, splendid public buildings and beautiful residential sections, art museums, public libraries and many other things and places of interest replete with history and tradition, tend to give St. Louis the position which it already occupies, and insures for it even greater advancement in the years to come.

THE AUTOMOBILE INDUSTRY.

By ROBERT E. LEE, Editor The Auto Review.

It is doubtful if any State made as great strides in the use of automobiles during 1914 as did Missouri. The number of cars licensed by the Secretary of State for Missouri during 1914 was 50,998. The number for the year 1913 was 38,139. This shows an increase of about 12,800 in one year. The figures from the office of the Secretary of State also show that 935 dealers in automobiles were licensed during 1914, and that there were 3,469 licenses issued to motorcyclists. There were 6,381 professional chauffeurs given permits during the same period.

As applied to the City of St. Louis, the figures are very interesting. For 1914, St. Louis owners of automobiles were issued 11,908 licenses. Kansas City came next, with 6,381 licenses, and Jasper County was third, with 1,726, and Buchanan County, in which St. Joseph is located, had 1,557.

There are in St. Louis about 85 dealers in automobiles, and five manufacturers. These dealers and manufacturers represent 110 makes of gasoline and electric pleasure cars, and 45 makes of trucks and delivery wagons. Several of the large manufacturing plants in the East have a branch house here, which is a distributing depot for the entire Southwest. One manufacturer has an immense assembling plant in St. Louis, which has a capacity for 25,000 automobiles a year, and more than that if pushed. One St. Louis concern, which builds a high-class four cylinder pleasure car, recently announced a six cylinder car; this company also builds light and heavy commercial cars for delivery purposes. Another company builds high-class four and six cylinder passenger automobiles. A third plant builds a light motor delivery wagon, and two factories build heavy trucks and specialize on very heavy trucks for lumber haulage and for other heavy use.

It has just been announced by a large buggy building concern in St. Louis that it will enter into the manufacture of automobiles within six months in St. Louis. The announcement is that the car will be a low-priced light vehicle suitable for popular sale, and the head of the company indicated that his output would be not less than 50,000 cars the first year.

Four of the large tire manufacturers of the United States have established distributing branch houses in St. Louis, which supply tires to the entire Southwest and South. This is a very important feature of the automobile business of St. Louis, adding tremendously to the volume of sales.

It is a safe assertion to make that the annual sale of automobiles and automobile accessories and supplies from the St. Louis market will exceed twelve million dollars for 1915. It has been found by the careful

investigation of dealers and branch managers in St. Louis that their heaviest sales during the coming year will be in the rural districts, where the farmers have sold their crops at high prices, and are preparing to buy automobiles for pleasure use as well as of commercial cars for trucking.

There are four large jobbing houses in automobile accessories and supplies located in St. Louis. These concerns, which have exclusive agencies for many of the important motor attachments and accessories, do a nation-wide business.

The traffic situation in St. Louis, as watched and tabulated by officials of the Street Department, indicated the tremendous growth of the automobile, both as to number in use and as to usage. It was shown, that on the four principal streets east and west, in St. Louis, the number of vehicles passing back and forth during a given period, had increased 36 per cent over the same week of last year. With this ratio of increase continuing, the problem of parking on the down-town streets and of keeping the traffic moving on the most used streets, will become a very serious one, justifying any steps that are taken toward either widening the present streets or making new parkways and boulevards. The great increase in the number of automobiles in use in St. Louis is best shown by a comparison. On January, 1910, there were licensed in the City of St. Louis 1902 automobiles, and the licensing for 1914, as above indicated, for the City of St. Louis, was 11,908.

It is the strong belief of those engaged in the automobile business in St. Louis, that 1915 will be the year of the largest production and sale, not only from this market, but nationally.

THE LUMBER INDUSTRY OF ST. LOUIS.

By WALTER D. DODD, Secretary The Lumbermen's Exchange of St. Louis.

Never before in the history of the United States have its people been forced, in the brief space of a year's time, to accommodate themselves to so many radical changes in business and financial methods and in economic and political conditions throughout the world.

The fact that American business is in no worse state than at present is remarkable evidence of the adaptability of the American business man, who seemingly is prepared to meet any contingency without long losing sight of his main object—business progress.

Prophesies made at the beginning of the year 1914 have been shattered, and the year's business, instead of being normal, was worse than 1913, though the record of lumber in and out of St. Louis shows a greater amount than during 1912.

It is entirely too early in the year to predict what 1915 will bring to us. The most that can be said of Lumber market prospects for the

future, is that there is no reason why lumber should not participate in a fully normal degree in the general improvement that is undoubtedly under way. The consensus of opinion is that this general improvement does not mean a much greater volume of business, but a small amount of volume, at better prices. That St. Louis will share in whatever prosperity is before us, is readily conceded, for St. Louis firms are aggressive, and will get their due.

In Lumber, and in every other line, St. Louis is in a position to furnish the goods.

The concentrating yards here are greater than in any other city. It is estimated that they carry, in the aggregate, 130,000,000 feet of Lumber, from which the purchaser makes his selection. This lumber is estimated at a value of approximately \$4,500,000.00. The railroad facilities that St. Louis enjoys, permits of quick shipments and prompt deliveries of this splendid stock to eight or ten of the nearby States.

St. Louis is represented in a wholesale and a jobbing way, in the Lumber industry, by about 150 concerns, making their headquarters here, representing a total capital of approximately \$35,000,000.00.

During 1914 there was received by rail 188,356 cars of lumber, or approximately 3,013,696,000 feet. This is allowing 16,000 feet to a car, which at the present time is a bit short of the average carload. This, as against 3,335,424,000 feet for 1913, or a loss of 321,728,000 feet for 1914. The rail receipts for 1912 were 2,909,872,000 feet, there being a gain in 1914 of 103,824,000 feet over the receipts of 1912, while 1913 over 1912 was 425,552,000 feet.

The following is a comparative statement of receipts of lumber at St. Louis during the years 1914 and 1913, expressed in carloads by rail and feet, by river, as compiled by the Merchants' Exchange:

| | 1914. | | 1913. | |
|--------------------|----------------|-----------------|----------------|-----------------|
| | Rail. Cars. | River. Feet. | Rail. Cars. | River. Feet. |
| January..... | 14,480 | ..... | 16,137 | ..... |
| February..... | 14,378 | ..... | 17,767 | ..... |
| March..... | 16,735 | ..... | 18,290 | 64,000 |
| April..... | 15,770 | 120,000 | 16,725 | ..... |
| May..... | 16,418 | 9,000 | 20,326 | 85,000 |
| June..... | 16,488 | 25,000 | 17,816 | 98,000 |
| July..... | 17,440 | 67,000 | 16,871 | 153,000 |
| August..... | 17,270 | 315,000 | 18,402 | 164,000 |
| September..... | 16,417 | 74,000 | 17,531 | 133,000 |
| October..... | 14,899 | 2,000 | 18,030 | 41,000 |
| November..... | 14,503 | ..... | 14,432 | 28,000 |
| December..... | 14,658 | ..... | 16,647 | 64,000 |
| Totals..... | 188,356 | 612,000 | 208,464 | 830,000 |

Reducing the carloads by rail to feet, calling 16,000 feet a carload, the rail shipments would be 2,116,768,000 feet against 2,396,016,000 feet in 1913, adding the shipments by river, the total would be 2,118,355,000 feet in 1914, as against 2,396,911,000 feet in 1913.

Shipments were as follows:

| | 1914. | | 1913. | |
|----------------|----------------|-----------------|----------------|-----------------|
| | Rail. Cars. | River. Feet. | Rail. Cars. | River. Feet. |
| January..... | 10,377 | | 10,339 | |
| February..... | 9,813 | | 11,219 | |
| March..... | 11,340 | 80,000 | 12,650 | 98,000 |
| April..... | 11,346 | 144,000 | 14,301 | 54,000 |
| May..... | 11,748 | 239,000 | 14,970 | 83,000 |
| June..... | 12,347 | 171,000 | 13,180 | 34,000 |
| July..... | 11,999 | 144,000 | 12,655 | 38,000 |
| August..... | 11,905 | 177,000 | 12,729 | 107,000 |
| September..... | 11,288 | 189,000 | 12,762 | 161,000 |
| October..... | 11,148 | 294,000 | 11,996 | 121,000 |
| November..... | 9,702 | 117,000 | 11,730 | 81,000 |
| December..... | 9,265 | 32,000 | 11,278 | 88,000 |
| Totals..... | 132,298 | 1,587,000 | 149,751 | 895,000 |

The lumber movement in and out was:

| | 1914. | 1913. |
|----------------------|---------------|---------------|
| Receipts, feet..... | 3,013,696,000 | 3,336,254,000 |
| Shipments, feet..... | 2,118,355,000 | 2,396,911,000 |

REAL ESTATE.

From the Annual Report of C. M. McDONALD, Secretary
St. Louis Real Estate Exchange.

Money is plentiful for real estate loans. Easy money means that the rate on real estate loans will be lowered, which will mean that a number of investors will turn to revenue-paying real estate investments. One of the causes for this easy money is the locating of one of the regional banks in this city.

Considering everything, the year 1914 has been a fair one. It is true there has not been as much building as in the previous year, that is, in the city proper; the building, however, in suburban towns, and in the additions adjoining the city, has been ahead of last year. The fact is, that the city, on account of not extending its limits in the last 40 years, has been practically built up, and the home builder must look to the subdivisions adjoining the city for homes.

There are some vacant tracts of land in the city, and these also would be built up if they had the proper street-car facilities. An example of this is the extension of the Bellefontaine line to Walnut Park. This extension has greatly helped that part of the city.

There are fewer rent signs at this time than there were last year, especially on business property, apartments, and modern flats.

The Real Estate Exchange is an organization for the benefit of its members, and their welfare is its principal concern. With that in mind, the Board decided to employ counsel to look after the legislative affairs of real estate agents and property owners. It takes notice of every ordinance introduced in the Municipal Assembly, and will carefully consider every bill introduced in the State Legislature. It has a number of bills now under consideration relating to matters affecting titles to property and landlord summons suits. It is proposed to suggest a method of obtaining service upon defendants in suits for possession of property, where the tenant's rent is in arrears, and the tenant absconds or otherwise prevents personal service, by posting a notice upon a conspicuous part of the premises. This law, if enacted, will save the agents considerable annoyance with bad tenants.

Another act under consideration is one requiring the Secretary of State to notify the Recorder of Deeds where corporations have complied with the law relating to the registration and filing of antitrust affidavits and annual reports. Where such corporations hold title to real estate, it will eliminate the necessity of reporting in the certificate of title that such title is based upon the assumption that the corporation has complied with the law in such respect.

The Public Service Committee has under consideration an ordinance requiring moving van owners to report the name of the people whom they move from one address to another to the Chief of Police, giving the name of the person moved, a brief description of the property, and from where and to where moved. This will enable the owner to locate tenants who vacate when their rent is in arrears, and who frequently take some of the fixtures, keys, etc., with them, and probably to recover the rent and property. The Exchange also took up in the same connection, the manner of obtaining from the Postal Department the addresses of tenants who move, and has requested the National Association of Real Estate Exchanges to endeavor to have the postal regulations changed, so this information may be obtainable.

The Segregation Committee is considering the question of obtaining the enactment of an ordinance providing separate residences for white and colored persons, prohibiting either from locating in blocks partly or entirely occupied by the other.

The Exchange has taken a leading part in all the movements for the good of St. Louis during the past year. One of the most important events of the year 1914 was the passing of the free bridge bonds by an overwhelming majority, in which the Exchange played an important part.

The Real Estate Exchange, being a member of the Joint Charter Conference, was active in the movement for a new city charter.

The Real Estate Exchange, at a recent meeting of its Board of Directors, indorsed the Central Traffic Parkway as outlined by the City Plan Commission, and is heartily in favor of the building of this great enterprise, as the Exchange members feel it will be one of the biggest and best advertisements for our city. The building of this parkway will help to stimulate the realty and building business. Our members do not all agree as to the taxation plan for this parkway, but this will be up to the Commissioners appointed by the Circuit Court. The Exchange members, however, hope the entire city will stand their portion of the cost of this improvement, as the entire city will be greatly benefited.

The Board of Directors of the Exchange was recently called upon to indorse the Outer Park System, and approve the two proposed bills which are necessary for this enterprise. A resolution was adopted indorsing the Public Reservation and Outer Park System, and approving the two proposed bills.

The total assessed valuation of real and personal property for the last six years in St. Louis is shown in the following table:

| Year. | Real Estate. | Personal Property. | Total. |
|-----------|---------------|--------------------|---------------|
| 1909..... | \$411,833,860 | \$ 92,729,670 | \$504,563,530 |
| 1910..... | 427,332,600 | 105,729,530 | 533,062,130 |
| 1911..... | 441,854,410 | 96,657,070 | 538,511,480 |
| 1912..... | 463,207,070 | 99,462,730 | 562,669,800 |
| 1913..... | 470,765,270 | 94,213,460 | 564,981,730 |
| 1914..... | 485,558,700 | 94,390,990 | 579,949,690 |

Rate of taxation on the \$100 valuation: State, 19 cents; school, 60 cents; city, \$1.56; total, \$2.35.

TRANSFERS.

| Month: | No. | 1914 | No. | 1913 |
|----------------|--------|--------------|--------|--------------|
| | | Amount. | | Amount. |
| January..... | 1,089 | \$ 1,447,455 | 970 | \$ 1,575,420 |
| February..... | 1,053 | 2,160,429 | 1,000 | 1,513,263 |
| March..... | 1,087 | 1,678,023 | 1,096 | 2,208,697 |
| April..... | 1,297 | 1,883,512 | 1,146 | 2,543,120 |
| May..... | 1,266 | 2,550,038 | 1,233 | 1,989,251 |
| June..... | 1,105 | 1,235,011 | 1,137 | 1,682,902 |
| July..... | 1,229 | 2,108,859 | 1,236 | 2,007,808 |
| August..... | 724 | 564,534 | 1,088 | 1,645,413 |
| September..... | 984 | 934,835 | 1,122 | 1,370,004 |
| October..... | 1,177 | 1,050,923 | 1,205 | 1,341,247 |
| November..... | 1,026 | 982,771 | 995 | 1,589,435 |
| December..... | 780 | 931,255 | 1,094 | 3,337,001 |
| Total..... | 12,817 | \$17,527,645 | 13,352 | \$22,803,561 |

DEEDS OF TRUST.

| Month: | 1914 | | 1913 | |
|----------------|--------|---------------|--------|--------------|
| | No. | Amount. | No. | Amount. |
| January..... | 929 | \$ 2,654,713 | 852 | \$ 3,178,986 |
| February..... | 996 | 2,413,363 | 897 | 2,239,355 |
| March..... | 988 | 53,613,946 | 963 | 3,061,112 |
| April..... | 1,182 | 3,902,891 | 1,114 | 4,210,275 |
| May..... | 1,271 | 4,091,226 | 1,179 | 4,312,071 |
| June..... | 1,244 | 7,233,905 | 1,145 | 3,767,075 |
| July..... | 1,140 | 3,648,065 | 1,139 | 2,832,065 |
| August..... | 678 | 1,565,966 | 1,051 | 2,608,682 |
| September..... | 888 | 2,069,314 | 1,026 | 2,401,793 |
| October..... | 1,051 | 23,002,408 | 1,076 | 2,841,890 |
| November..... | 896 | 3,663,344 | 948 | 8,199,578 |
| December..... | 804 | 2,231,824 | 940 | 3,079,020 |
| Total..... | 13,063 | \$109,081,756 | 12,330 | \$42,732,003 |

REAL ESTATE TRANSACTIONS.

| | Transfers. | Deeds of Trust. | Building Permits. |
|-----------|---------------|--------------------|----------------------|
| 1900..... | \$ 19,221,943 | \$ 18,125,167 | \$ 5,915,984 |
| 1901..... | 35,021,095 | 29,476,661 | 13,207,991 |
| 1902..... | 45,123,135 | 28,349,628 | 12,854,035 |
| 1903..... | 51,165,625 | 36,117,878 | 14,544,430 |
| 1904..... | 42,289,256 | 27,703,576 | 14,076,794 |
| 1905..... | 79,498,331 | 57,179,898 | 23,434,564 |
| 1906..... | 65,663,880 | 52,650,088 | 29,938,693 |
| 1907..... | 58,268,969 | 45,793,259 | 21,893,137 |
| 1908..... | 39,866,644 | 43,651,718 | 21,190,369 |
| 1909..... | 39,017,802 | 53,275,635 | 23,656,467 |
| 1910..... | 37,441,994 | 44,093,318 | 17,845,648 |
| 1911..... | 30,906,700 | 167,857,512 | 18,607,556 |
| 1912..... | 25,207,455 | 48,986,233 | 20,675,804 |
| 1913..... | 22,803,561 | 42,732,003 | 15,340,012 |
| 1914..... | 17,527,645 | 109,081,756 | 12,885,398 |

FURNITURE.

By GEO. T. PARKER, President Scarritt-Comstock Furniture Corporation

Encouraging were the trade prospects at the opening of the year 1914 in the Furniture and kindred lines, prospects seemed bright, purchasers of spring stock however were light, showing a lack of entire confidence.

Financial conditions of the country, later adjustment by the establishment of the Federal Reserve Board, and the excessively dry season for portions of St. Louis territory, contributed to great caution in merchandising, which was later accentuated by the crucial cotton situation.

St. Louis has become a large center for the distribution of the products of other furniture factories than those of St. Louis—this being a recognized

advantageous location for the carrying of stocks and assembling them. This feature of the business adds greatly to its volume. The amount of factory and labor wages is estimated at \$1,750,000.

The factories numbering nearly half a hundred have kept running though not all of them full time, employing about 4,500 hands, and the output was approximately \$3,750,000.

The changes in the offerings by manufacturers showed a betterment in designs, tending towards the Period effects and their showings of new colors upon Oak and Ash, the Kaiser Gray, Museum and Kenilworth Browns being noticeable.

There is an increasing use of American Walnut in small Suites for the Bed Room, followed in popularity by new shades in Oak finishes, Mahogany in the dark dull finish is a high favorite for several of the Period patterns, which are produced also in Circassian Walnut. Enameled Suites in Old Ivory matched with chairs and with plate glass tops are continuing to find favor in furnishing the simpler rooms. Adam, William and Mary, Jacobean, Colonial and other Period designs, completely matched up with Dressing and Bedside Table, Chiffonier, Rocker and Chairs are much in vogue.

The Period designs extend to the Dining Room as well, there having been taken a decided advance in harmonious outfitting.

It is found that through catalogue and magazine illustrations, the R. F. D. has educated the rural districts to an appreciation of better styles and improved grades of furniture which has called forth a better production from all makers. Gum under the improved drying process has become a much used wood, and Maple and Poplar enter largely into the Kitchen Cabinet product.

Soon after the opening of the New Year, new sample rooms were opened at 18th and Locust with a view of attracting early buyers, to the lines of the Associated Furniture Manufacturer, thus increasing the attractions to the St. Louis Wholesale market, the Furniture Exposition at 13th and Locust also increasing its efforts to interest out of town buyers, continuing its open all-the-year displays. To further interest the country clientele a "trade extension" trip through Southeast Missouri and Northern Arkansas was inaugurated.

Early in the spring one of the pioneer houses whose lease was expiring reorganized and removed from its long established location to one considered more desirable in both the Retail and Wholesale District, introducing in their new quarters many attractive store innovations. A department store heretofore confined to Dry Goods added a line of retail furniture, and a new time-payment house commenced business, offsetting the retirement from business of another house which had been established many years.

Just as there was the most promising trade prospects in years, the war convulsion in Europe exploded all expectations and vigorous preparations for early fall business were brought to a standstill.

The business for the spring was only fair, that of the fall poor, and the estimate for the year is approximately \$16,500,000, including Manufacturing, Jobbing and Retailing.

Hardwood lumber for furniture use suffered some decline in price, which was reflected in the manufactured quotations on goods, although prices generally were maintained.

In Factory betterments there were several additions to building and many machinery equipments improved, adapting themselves to increased demands or better qualities. The St. Louis Furniture Board of Trade in its Twenty-Sixth year continues in its efforts in placing St. Louis in the front rank as a Furniture Market.

The Car Furniture works has suffered for want of orders because of the general railroad depression.

The Coffin and Casket industry seems to have retained its general average, this being one of the large manufacturing industries of the city and working in conjunction with the allied furniture interests, their output is estimated at \$3,000,000.

Instances of considerable local outfittings may be mentioned in the Barnes and Children's Hospital, new Public Schools, new Bank Buildings, and some new Hotels.

Foreign Trade had for years been tempting St. Louis manufacturers and a very considerable business had been secured, mostly from Mexico, this avenue of commerce having been entirely cut off by the conflict in that country, it was concluded to learn what might be done in South America, the early opening of the Panama Canal and its trade possibilities attracting unusual interest to the trade centers south of the Equator.

A Commissioner to South America was appointed and a considerable sum subscribed and this Commissioner made the tour with an organized party of St. Louis business men, representing other interests. The paralyzation of all trade by reason of the European war made impossible the carrying out of plans, but has fixed the eyes of St. Louis Furniture Manufacturers in that direction.

ST. LOUIS DRY GOODS MARKET FOR 1914.

By **ALEX. C. SMITH**, Merchandise Editor, The Drygoodsman.

The beginning of 1914 gave promise of great, even extraordinary things for the dry goods trade; a promise which was in little degree realized notwithstanding the fact that dry goods men, after a period of liquidation, set themselves with high resolve to face competition and the new conditions.

Added to the adverse effects due to uncertainties with regard to the tariff, new difficulties arose as the year advanced in the field of credits

and the two are responsible for a six months' period, the problems of which were much harder to solve than those usually falling to the lot of the dry goods trade.

But, whatever the causes, there occurred very serious and far-reaching collapses and from a position of the highest business respectability and integrity the dry goods fabric was placed upon the defensive in the financial world.

As if to prevent the recuperation which the trade as a whole had determined to accomplish before the end of the year, and which was in a fair way to being attained, August 1st saw the inauguration of a war which for the balance of the year completely upset the calculations of everybody.

With the prospect of the shutting off of foreign merchandise and the lowering of the buying power of the American people which seemed to be the war's inevitable accompaniment, manufacturers were in a quandry with regard to the safe course to pursue, with a view to the control of production. They also had the problem of values to consider, for the war completely changed the underlying influences affecting the handling of raw materials.

As a result of the war the drop in raw materials was extraordinary, ranging to 50 per cent on cotton, fully that on jute and close to 30 per cent on silk. Wool went sky high with supplies at the lowest point in years, and flax was sent to unusual levels on account of the withdrawal of men from the sources of supply in Belgium, Russia, Austria and Germany. Dyes were almost entirely out of the question since Germany was the main source of supply.

A readjustment in dry goods and kindred lines was found to be necessary throughout the last half of the year, particularly with regard to the substitution of certain materials and fabrics of which this country had enough for those which it was found impossible to get, or which had gone extremely high in price. Cottons were substituted for silks and for linens, and domestic goods were made to take the place in many instances of foreign products.

Incident to the state of affairs directly resulting from this movement, there was to be noted not only a marked improvement in the quality and appearance of domestic goods, but also a successful effort along the line of duplicating the finest foreign fabrics, suggesting the ability of American makers to turn out almost anything in as good shape as any one else could do it.

The demand for high priced merchandise as prevailed during normal times was entirely lacking. The bulk of the call was for serviceable grades.

The natural results of the changes noted were evident in a more determined effort upon the part of manufacturers, jobbers and retailers to get down to "brass tacks" in their business methods, in an effort to save money in the running of their plants and in the buying and selling

of goods. All of them sought new outlets for merchandise, and all of them exerted themselves to the utmost to the territory which they recognized as legitimately theirs. And all this during a time when conditions demanded on the part of all branches of the trade a much more careful scrutiny of credits.

Naturally, the eyes of manufacturers turned during the latter half of the year to the regions beyond those usually covered, and export trade was given considerably more attention than it had formerly received. Women's ready-to-wear manufacturers and makers of men's garments cast abroad and so did makers of shoes, convinced that foreign countries, which could not possibly compete with them in either qualities or prices, would ultimately turn out to be live markets for their products.

Conditions in European countries, where factories had ceased running on many lines made the prospects for introduction of our goods all the more rosy and the development of export plans inaugurated within the past few months is progressing favorably. It seems that nothing now stands between the American manufacturer and a world market unless it be his own indifference, and this country owes its awakening to this knowledge to the European war.

Generally poor business prevailed through 1914 in hosiery lines, in part due to the widespread slump in trade which reduced employment, but also due very largely to the ragged state of the cotton market, and this in spite of a switch in demand from ribbed top styles to plain styles, and to the fact that seamless cotton hosiery gave place to a great demand for cheap silks. Usually such a change militates in favor of improved business. A good healthy export business towards the close of the year helped to save the situation.

The latter part of the year showed a big export of knit underwear and sweaters which alone saved the knit goods industry from a poor record, chiefly due to unfavorable weather at the beginning of the year and generally bad business during the latter portion. The upheaval in the cotton market naturally had an adverse effect upon the underwear business.

Embroideries were among the hardest hit lines of the year 1914, although the difficulties in the trade cannot altogether be laid to generally bad business, nor yet to the European war. Both, of course, were responsible for the aggravation of the situation, but its primary cause was a matter of fashion, and fashion had been detrimental to the best interests of the business for two or three years prior to the opening of 1914. During the last four months of the year the business presented more hopeful aspects due chiefly to a complete change in fashion from the heavier to materials of the sheerest character. These sheer materials had a very strong run for neckwear, waists and dresses and accounted for what measure of success came to this trade during the year.

MANUFACTURING INDUSTRIES OF ST. LOUIS.

By JOHN T. FITZPATRICK, Commissioner State Bureau of Labor.

With a manufacturing output for the fiscal year of 1913-14 valued at \$378,731,470, and representing the productiveness of 2,488 establishments, St. Louis can claim recognition as one of the leading industrial centers of the world.

A year ago, when the official announcement was made that the manufacturing of St. Louis for the fiscal year 1912-13 had reached the high valuation of \$345,657,438, it was thought the ever-growing city had achieved a record which would be hard to excel. Now come facts and figures which show a gain in manufacturing in course of a year amounting to \$33,075,032, or nearly 9 per cent.

For boots and shoes alone, the gain in value of output was \$13,550,441, the 1913-14 production being valued at \$49,415,702, as compared to \$35,865,261 for the fiscal year 1912-13. Packing houses, tobacco factories, light, heat and power plants, railroad car shops, drug and chemical establishments, bags and bagging factories, and stove foundries, made increases so large that they materially aided in helping to elevate St. Louis to the high position it now holds as a manufacturing metropolis.

SIXTEEN PER CENT GAIN IN FOUR YEARS.

Four years ago, when the last Federal manufacturing census of St. Louis was taken, the output of manufactories and workshops which then existed, was placed at \$327,676,000. The gain since then has been \$51,055,470, or nearly 16 per cent. The 1904 manufacturing of St. Louis was valued at \$267,307,000, or a little more than \$111,400,000 less than the 1913-14, which makes the gain in ten years amount to nearly 30 per cent.

The 2,486 establishments considered paid \$74,692,604 in the course of the year in wages and salaries to 113,605 employes, consisting of 87,144 men and youths, and 26,461 women and girls. These statistics compare favorably with \$70,698,296 paid in the preceding year to 112,507 employes, made up of 86,943 males and 25,564 females. The increase in the total amount distributed in salaries and wages to St. Louis toilers, was \$3,994,308, or more than enough to pay for the new State Capitol being erected at Jefferson City, and a fair-sized skyscraper in addition. The increase in workers in a year was 1,138, consisting of 897 females and 241 males. Allowing fair weekly wages to the added toilers, indications are, that salaries and wages were better in St. Louis during 1913-14 than in 1912-13, undoubtedly due to the increase in the cost of living.

CAPITAL INVESTED INCREASES.

The total capital invested in the 2,486 St. Louis establishments which reported in 1914, was \$247,612,150, compared to \$240,794,199 for the

previous fiscal year. Grounds and buildings, 1913-14, were worth \$60,456,063, and machinery, tools, fittings, etc., \$57,345,429. Supplies and raw material used in producing products worth \$378,731,470, cost the manufacturers \$206,214,865. They paid for rent, taxes, insurance, Federal revenue and similar purposes, \$17,821,710. There was also disbursed, for miscellaneous purposes, such as interest, discounts, newspaper and other advertising, traveling expenses and salesmen, and in other manners not already mentioned, \$30,665,633.

Next to the boot and shoe industries, when it comes to the total value of output, packing-houses hold second rank with products valued at \$32,364,878. The output of breweries had a factory value of \$23,229,375; tobacco factories, \$22,268,668, and car shops, \$23,529,878. Products of printing and publishing establishments, grocers' sundries houses, foundries and machine shops, stove factories, light, heat and power plants, distillers and rectifiers of liquors, rope and twine makers, soap, candles and glue factories, tin, sheet and galvanized iron works, bag and bagging factories, bakeries, carriage, wagon and buggy factories, and blacksmith shops, clothing and tailoring establishments, copper and brass foundries, drugs and chemical laboratories and factories, iron foundries and machine shops and men's and women's furnishing makers, had, 1913-14, outputs which, when aggregated for these industries, were worth from \$5,000,000 to \$15,000,000.

GOODS SENT ALL OVER WORLD.

Products "made in St. Louis," to the value of \$261,384,861, were shipped into the outside world in the twelve months—nearly as much as the entire worth of St. Louis manufacturing in 1914. Among the foreign countries which purchased St. Louis factory products, were: Canada, Mexico, Australia, Brazil, Argentina, Germany, China, Japan, Cuba, France, England, Belgium, Chile, Hawaii, New Zealand, India, Porto Rico, Venezuela, Italy, Scotland, Ireland, Bahama Islands, Norway, Sweden, Honolulu, Roumania, Fiji Islands, Philippines, and other countries of South America, Africa, Asia and Europe.

TABLE OF CHIEF STATISTICS ST. LOUIS MANUFACTURING.

| INDUSTRY. | No. Es- tab- lish- ments. | Total Value of Goods Manufactured. | Value of Material and Supplies Used. | Total Amount Paid in Salaries and Wages. | Total Capital Invested. | Total Number Employed. | |
|---|------------------------------------|--|--|--|-------------------------------|---------------------------|----------|
| | | | | | | Males. | Females. |
| Agricultural Implements..... | 3 | \$ 437,044 | \$ 184,990 | \$ 141,481 | \$ 749,317 | 232 | 6 |
| Asphalt, Tar Roofing, etc..... | 3 | 367,299 | 243,585 | 61,058 | 253,804 | 81 | 3 |
| Automobile, Bicycle Repairs..... | 24 | 2,087,925 | 1,225,479 | 553,490 | 901,071 | 668 | 27 |
| Awnings, Canvas Goods..... | 8 | 963,094 | 696,190 | 165,542 | 355,022 | 200 | 162 |
| Badges, Banners, Regalia..... | 3 | 76,443 | 34,406 | 26,983 | 42,853 | 31 | 16 |
| Bags, Bagging..... | 6 | 9,159,800 | 8,005,807 | 514,870 | 2,909,741 | 356 | 708 |
| Bakery..... | 269 | 7,993,046 | 3,942,508 | 1,716,706 | 3,568,731 | 237 | 29 |
| Bank, Bar, Office, Store Fixtures..... | 22 | 1,970,267 | 784,555 | 711,407 | 1,227,742 | 932 | 50 |
| Barbers' Supplies..... | 6 | 825,227 | 314,674 | 310,876 | 921,300 | 366 | 71 |
| Boats..... | 3 | 1,124,977 | 574,800 | 43,925 | 27,336 | 159 | ..... |
| Boilers, Tanks..... | 31 | 49,415,702 | 23,826,668 | 8,333,702 | 16,367,248 | 832 | 4,117 |
| Boxes and Shoes..... | 23 | 1,533,054 | 782,529 | 515,308 | 1,091,289 | 1,458 | 368 |
| Boxes, Paper..... | 21 | 3,026,714 | 1,601,969 | 2,172,943 | 1,957,026 | 1,458 | 368 |
| Brick, Tile, Terra Cotta..... | 16 | 4,350,870 | 1,105,287 | 2,170,747 | 11,176,471 | 3,462 | 147 |
| Brooms, Brushes, Mops..... | 22 | 4,291,801 | 2,334,460 | 902,676 | 3,180,476 | 740 | 10 |
| Candy, Confections..... | 13 | 8,115,884 | 2,332,750 | 782,783 | 3,180,476 | 722 | 1,079 |
| Canning, Preserving, Bottling..... | 14 | 23,529,873 | 15,770,092 | 5,910,105 | 3,999,731 | 181 | 184 |
| Car Works, Railroad Shops..... | 30 | 7,192,146 | 4,365,264 | 3,116,425 | 11,615,740 | 7,987 | 73 |
| Carbonated Beverages..... | 100 | 1,372,366 | 4,365,264 | 1,635,265 | 3,360,195 | 2,192 | 83 |
| Carriages, Wagons, Blacksmiths..... | 172 | 1,372,366 | 4,365,264 | 1,635,265 | 3,360,195 | 2,192 | 83 |
| Cigars, Pipes..... | 197 | 7,595,738 | 3,563,191 | 377,490 | 469,358 | 860 | 348 |
| Clothing, Men's..... | 60 | 4,313,445 | 1,937,767 | 1,220,335 | 470,374 | 1,701 | 2,088 |
| Clothing, Women's..... | 5 | 1,192,134 | 1,557,131 | 300,734 | 1,019,528 | 1,709 | 1,446 |
| Coffins, Caskets..... | 21 | 2,084,158 | 1,243,068 | 502,647 | 1,185,776 | 441 | 81 |
| Concrete, Artificial Stone..... | 6 | 448,418 | 3,590,980 | 149,892 | 1,511,438 | 526 | 4 |
| Copper, Brass..... | 23 | 5,085,718 | 683,803 | 745,188 | 1,625,423 | 959 | 17 |
| Cotton Mills..... | 2 | 996,938 | 1,546,846 | 170,207 | 1,076,055 | 178 | 304 |
| Creameries..... | 4 | 2,584,614 | 1,546,846 | 420,944 | 817,517 | 471 | 28 |
| Cutlery, Tools..... | 28 | 803,407 | 327,486 | 304,470 | 817,517 | 387 | 14 |
| Drugs, Chemicals, Druggists' Sundries..... | 61 | 11,716,068 | 5,296,795 | 2,043,062 | 5,060,709 | 1,394 | 968 |
| Electrical Apparatus..... | 21 | 3,158,071 | 1,201,135 | 1,165,289 | 3,010,472 | 1,376 | 293 |
| Electro Plating..... | 12 | 140,401 | 1,33,884 | 70,667 | 46,189 | 88 | 43 |
| Engraving, Electrotyping, Stereotyping..... | 33 | 689,197 | 138,383 | 396,347 | 273,427 | 371 | 48 |
| Florists..... | 14 | 104,681 | 39,810 | 27,974 | 147,100 | 40 | 3 |
| Films, Moving Picture Apparatus..... | 2 | 157,684 | 39,810 | 27,974 | 147,100 | 40 | 3 |
| Food, Feed, Meal..... | 8 | 2,951,831 | 2,472,991 | 170,060 | 518,340 | 181 | 7 |
| Food Preparations..... | 7 | 4,113,002 | 2,801,814 | 293,000 | 1,049,254 | 294 | 104 |
| Foundry and Machine Shop Products..... | 89 | 11,827,712 | 5,239,282 | 4,212,584 | 9,212,343 | 6,089 | 103 |
| Furniture..... | 33 | 4,325,024 | 2,260,899 | 1,402,238 | 2,832,318 | 2,151 | 98 |
| Furnishings—Men's, Women's..... | 3 | 64,610 | 31,924 | 18,897 | 47,000 | 24 | 33 |
| Glass..... | 41 | 6,110,385 | 2,695,727 | 1,477,262 | 1,888,133 | 471 | 3,172 |
| Grocers' Sundries..... | 19 | 1,856,272 | 853,752 | 551,622 | 637,331 | 766 | 43 |
| Hair Goods..... | 45 | 11,609,307 | 7,879,309 | 1,413,608 | 4,612,414 | 1,091 | 970 |
| Harness, Saddles..... | 4 | 49,268 | 14,010 | 8,530 | 13,670 | 6 | 54 |
| Hats and Caps..... | 49 | 1,764,540 | 1,041,958 | 789,620 | 1,057,730 | 472 | 8 |
| ..... | 16 | 918,972 | 483,617 | 276,673 | 246,121 | 206 | 404 |

TABLE OF CHIEF STATISTICS ST. LOUIS MANUFACTURING.

| INDUSTRY. | No. Es- tab- lish- ments. | Total Value of Goods Manufactured. | Value of Material and Supplies Used. | Total Amount Paid in Salaries and Wages. | Total Capital Invested. | Total Number Employed. | |
|--|------------------------------------|--|--|--|-------------------------------|---------------------------|----------|
| | | | | | | Males. | Females. |
| House Furnishings..... | 21 | \$ 1,228,144 | \$ 742,468 | \$ 206,149 | \$ 602,677 | 399 | 63 |
| Ice, Cold Air..... | 11 | 1,223,919 | 364,965 | 222,012 | 2,414,488 | 256 | 2 |
| Iron—Structural, Architectural..... | 23 | 3,797,942 | 1,764,551 | 1,026,900 | 1,612,905 | 1,253 | 13 |
| Jewelry..... | 18 | 685,039 | 255,899 | 218,772 | 228,724 | 319 | 56 |
| Leather..... | 12 | 2,315,857 | 1,505,060 | 293,543 | 1,410,165 | 376 | 18 |
| Light, Heat, Power..... | 9 | 9,327,229 | 1,672,410 | 1,787,148 | 58,944,074 | 2,504 | 260 |
| Liquors, Malt..... | 23 | 23,229,375 | 5,835,713 | 5,131,021 | 31,794,054 | 5,445 | 282 |
| Liquors, Rectifying, Blending, Vinous..... | 36 | 6,816,598 | 2,818,157 | 621,870 | 1,917,447 | 485 | 61 |
| Lumber, Sawmills..... | 3 | 490,500 | 418,000 | 28,250 | 516,300 | 49 | 1 |
| Malt..... | 2 | 29,450 | 24,357 | 7,052 | 48,000 | 17 | ..... |
| Millinery..... | 49 | 4,238,826 | 2,808,902 | 634,663 | 923,311 | 357 | 1,112 |
| Mining, Grinding..... | 2 | 391,858 | 244,590 | 65,972 | 632,286 | 74 | 1 |
| Miscellaneous..... | 5 | 320,441 | 36,080 | 49,553 | 150,469 | 95 | 2 |
| Musical Instruments..... | 4 | 99,454 | 33,863 | 55,980 | 120,375 | 75 | 4 |
| Novelties..... | 17 | 555,443 | 214,069 | 159,434 | 403,434 | 187 | 87 |
| Oils, Grease, Tallow..... | 10 | 2,303,968 | 1,986,074 | 124,380 | 819,180 | 187 | 7 |
| Packing House Products..... | 16 | 32,364,878 | 29,827,507 | 1,610,754 | 5,325,644 | 2,233 | 89 |
| Paints, Varnishes..... | 21 | 6,415,697 | 4,928,704 | 787,745 | 3,363,937 | 937 | 62 |
| Patterns, Models..... | 16 | 161,829 | 42,840 | 66,185 | 53,775 | 111 | 1 |
| Photographic Supplies..... | 3 | 983,634 | 409,962 | 181,439 | 654,409 | 153 | 1 |
| Photographs..... | 29 | 127,463 | 29,240 | 28,592 | 109,103 | 38 | 16 |
| Planing Mills..... | 24 | 1,877,134 | 1,197,526 | 718,709 | 2,013,388 | 1,089 | 17 |
| Plumbers' Supplies..... | 5 | 7,548,003 | 3,325,339 | 751,745 | 2,247,604 | 204 | 1 |
| Printing, Binding..... | 152 | 7,731,960 | 2,611,532 | 3,762,430 | 4,026,002 | 3,333 | 1,207 |
| Publishing..... | 41 | 5,568,801 | 3,695,619 | 1,958,745 | 3,305,401 | 1,625 | 289 |
| Rope, Twine..... | 5 | 5,055,390 | 3,430,797 | 798,249 | 3,969,707 | 960 | 215 |
| Rubber Goods..... | 2 | 42,316 | 37,136 | 62,332 | 125,400 | 12 | 0 |
| Rubber Stamps, Stencils, Seals..... | 5 | 192,346 | 37,024 | 62,332 | 147,560 | 32 | 25 |
| Signs..... | 2 | 99,496 | 37,024 | 34,812 | 146,888 | 33 | 2 |
| Smelting, Refining..... | 2 | 1,133,890 | 922,612 | 153,044 | 193,880 | 201 | 2 |
| Soap, Candles, Glue..... | 14 | 1,558,699 | 3,773,718 | 453,458 | 2,143,801 | 671 | 314 |
| Sporting Goods, Gymnasium Supplies..... | 5 | 396,093 | 172,010 | 91,358 | 1,43,296 | 190 | 61 |
| Stationery Supplies..... | 20 | 1,242,486 | 406,964 | 427,526 | 659,574 | 391 | 201 |
| Stone, Marble Monuments..... | 27 | 1,400,938 | 534,426 | 539,590 | 855,159 | 483 | 11 |
| Stores..... | 13 | 8,332,190 | 3,055,461 | 2,124,593 | 4,679,872 | 2,887 | 55 |
| Surgical, Optical Goods, Artificial Limbs..... | 11 | 239,492 | 4,32,057 | 1,81,096 | 1,19,474 | 90 | 19 |
| Sheet Iron, Galvanized Ironware..... | 86 | 7,147,487 | 4,367,912 | 1,225,481 | 3,182,237 | 2,158 | 306 |
| Tobacco and Snuff..... | 8 | 23,268,668 | 13,450,670 | 1,491,390 | 3,849,590 | 2,349 | 1,777 |
| Trunks, Bags, Valises..... | 8 | 1,487,510 | 665,129 | 412,049 | 540,629 | 552 | 18 |
| Type Foundries, Printers' Supplies..... | 7 | 170,669 | 61,170 | 66,686 | 119,309 | 58 | 18 |
| Wire Goods..... | 8 | 971,646 | 593,890 | 253,673 | 863,220 | 443 | 68 |
| Woodworking..... | 29 | 1,254,930 | 247,245 | 250,109 | 527,204 | 365 | 45 |
| Totals, St. Louis, 1913-14 Manufac- turing..... | 2,488 | \$378,731,470 | \$206,214,865 | \$74,692,604 | \$47,622,158 | 87,144 | 26,461 |
| Totals, St. Louis, 1913-12 Manufac- turing..... | | 345,657,438 | 196,255,770 | 70,698,296 | | 86,943 | 25,564 |

ST. LOUIS MUNICIPAL AFFAIRS.

For the fiscal year ending April 18th, 1914. From the report
of JAMES Y. PLAYER, Comptroller.

CONDITION OF THE TREASURY.

As shown by the consolidated statement, the cash balance in the treasury on April 13th, 1914, was \$6,947,400.93. Adding to this balance \$378,730.35, representing uncollected special tax bills for the opening and sprinkling of streets, etc., gives a total of \$7,326,131.28. Against this amount must be charged the balance standing to the credit of the special funds and accounts, which is \$5,849,697.98, leaving the unappropriated surplus of \$1,476,433.30, as shown in the following statement of Receipts and Appropriations and Transfers.

RECEIPTS.

| | | |
|---------------------------------------|-----------------|-----------------|
| Interest and Public Debt Revenue..... | \$ 2,850,304.70 | |
| Municipal Revenue..... | 10,098,444.98 | |
| Water Works Revenue..... | 3,307,172.96 | |
| Harbor Fund..... | 183,056.14 | \$16,438,978.78 |

APPROPRIATIONS AND TRANSFERS.

| | | |
|--|-----------------|-----------------|
| From Interest and Public Debt Revenue..... | \$ 2,401,772.31 | |
| From Municipal Revenue..... | 9,773,428.71 | |
| From Water Works Revenue..... | 2,701,698.88 | |
| From Harbor Fund..... | 85,645.58 | \$14,962,545.48 |
| Unappropriated Balance..... | | \$ 1,476,433.30 |

ADMINISTRATION OF THE DEBT.

The bonded debt of the city at the end of the fiscal year 1912-13, was \$23,806,690.50. During the present year, \$1,250,690.50 of bonds matured, all of which were redeemed and canceled out of the Sinking Fund. Purchases of bonds prior to their maturity were also made out of the Sinking Funds set apart for the redemption to the amount of \$118,000, at a purchase price of \$110,817.50, a saving of \$7,182.50 in principal and \$6,257.50 in interest.

The redemption of maturing bonds and purchases made of bonds prior to maturity, made a net reduction of the bonded debt during the year of \$1,368,690.50.

The debt assumed by the city in the purchase of the Fair Grounds, was reduced \$50,000 during the year, leaving the debt at this date of \$400,000, the interest on which for the current year is \$18,750.

DEBT LIMIT.

As shown, the bonded debt was reduced during the year \$1,368,690.50, leaving outstanding, April 13th, 1914, \$22,438,000. The annual interest on this amount is \$861,280. As provided in Article X, Section 12, of the Constitution, the City of St. Louis may, at this date, issue \$15,681,386 additional bonds, without exceeding the authorized debt limit.

SINKING FUNDS.

During the year 1913-14, the sum of \$1,478,235.23 was placed to the credit of the Sinking Fund Accounts out of the current revenue, and \$1,360,537.74 was drawn therefrom to pay for bonds matured during the year, and to pay for bonds purchased prior to maturity, leaving a balance in the treasury, to credit of Sinking Fund accounts, at this date, of \$2,053,955.88.

TAXATION.

The assessed valuation of real and personal property for the taxes of 1914, will be approximately \$579,698,390.00, exclusive of the assessment by the State Board of Equalization on railroads, bridges, telegraph, express and street railway property, which is estimated at \$37,000,000.00.

VALUATIONS.

The valuation for the years 1913-1914 and 1914-1915, are as follows:

| | 1913-1914 | 1914-1915 |
|---------------------------------|------------------|------------------|
| Land and Improvements..... | \$470,463,880.00 | \$485,324,000.00 |
| Personal Property..... | 94,370,500.00 | 94,374,390.00 |
| Property of Railroads, Etc..... | 35,954,238.00 | 37,000,000.00 |
| Total..... | \$600,788,618.00 | \$616,698,390.00 |
| (a) Estimated. | | |

TAX RATES.

The tax rates for State, Schools and City, amounting to \$2.35, are as follows: State, revenue 15 cents; interest 2 cents; Capitol Bonds 2 cents; total, 19 cents. School, 60 cents. City, municipal purposes, \$1.15; interest on valid indebtedness (existing prior to April 7th, 1890), 13 cents; interest and sinking funds World's Fair bonds, 6 cents; interest and sinking fund Public Buildings and Public Improvement Bonds, 16 cents; Public Library, 4 cents; and Art Museum, 2 cents; total, \$1.56.

POPULATION OF ST. LOUIS.

AREA 63½ SQUARE MILES.

| | | | |
|------|---------|---------------------------|---------|
| 1898 | 5,000 | 1898 | 304,324 |
| 1890 | 5,362 | 1870—United States Census | 310,367 |
| 1883 | 6,397 | 1890—United States Census | 350,522 |
| 1885 | 5,516 | 1890—United States Census | 451,773 |
| 1887 | 13,040 | 1900—United States Census | 575,288 |
| 1890 | 16,469 | 1910—United States Census | 687,029 |
| 1894 | 24,140 | 1911—Estimated | 709,000 |
| 1895 | 74,439 | 1912—Estimated | 750,000 |
| 1899 | 94,000 | 1912—Estimated | 750,000 |
| 1896 | 125,300 | 1914—Estimated | 800,000 |
| 1899 | 185,567 | | |

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

| YEAR. | CITY OF ST. LOUIS | CITY ST. LOUIS. | RATE OF TAXATION. | |
|-------|-------------------|------------------|-------------------|-------------|
| | Real Estate. | Real & Pers'nal. | Old Limits. | New Limits. |
| 1873 | \$139,235,180 | \$163,689,570 | 2.78 | .... |
| 1873 | 149,144,400 | 180,378,950 | 3.76 | .... |
| 1874 | 141,041,480 | 173,100,370 | 2.88.5 | .... |
| 1875 | 131,141,090 | 166,999,069 | 3.48.5 | .... |
| 1876 | 133,785,450 | 166,441,110 | 3.42.5 | .... |
| 1877 | 143,013,750 | 181,345,580 | 3.80 | .... |
| 1878 | 140,976,540 | 173,839,980 | 2.60 | 1.85 |
| 1879 | 138,071,670 | 163,812,920 | 3.60 | 1.85 |
| 1880 | 135,824,990 | 180,493,000 | 2.60 | 1.35 |
| 1881 | 139,897,470 | 167,864,330 | 3.60 | 1.35 |
| 1882 | 161,679,350 | 191,946,450 | 2.58 | 1.33 |
| 1883 | 163,479,060 | 193,563,640 | 2.58 | 1.30 |
| 1884 | 178,596,650 | 210,124,870 | 2.55 | 1.30 |
| 1885 | 177,857,240 | 207,010,350 | 2.55 | 1.30 |
| 1886 | 187,391,540 | 218,271,380 | 3.55 | 1.30 |
| 1887 | 184,815,560 | 217,142,390 | 3.50 | 1.30 |
| 1888 | 195,978,350 | 237,769,880 | 3.30 | 1.70 |
| 1889 | 196,185,840 | 230,338,810 | 2.20 | 1.60 |
| 1890 | 214,971,080 | 248,837,830 | 2.30 | 1.60 |
| 1891 | 215,833,880 | 255,113,690 | 2.20 | 1.60 |
| 1892 | 243,299,140 | 294,618,550 | 2.05 | 1.60 |
| 1893 | 242,787,480 | 287,626,420 | 2.05 | 1.67 |
| 1894 | 270,288,800 | 315,292,560 | 2.05 | 1.67 |
| 1895 | 286,098,900 | 330,496,640 | 2.05 | 1.67 |
| 1896 | 296,419,690 | 345,940,150 | 2.05 | 1.67 |
| 1897 | 299,635,220 | 344,749,700 | 2.05 | 1.67 |
| 1898 | 314,975,540 | 360,616,660 | 2.05 | 1.67 |
| 1899 | 330,019,980 | 374,588,490 | 1.95 | 1.57 |
| 1900 | 337,201,940 | 380,779,280 | 1.95 | 1.57 |
| 1901 | 342,252,540 | 394,722,700 | 1.90 | 1.90 |
| 1902 | 357,701,410 | 418,046,300 | 1.95 | 1.95 |
| 1903 | 365,638,250 | 443,865,560 | 2.15 | 2.15 |
| 1904 | 372,420,940 | 458,918,610 | 2.19 | 2.19 |
| 1905 | 381,375,880 | 468,908,700 | 2.19 | 2.19 |
| 1906 | 409,885,700 | 497,287,360 | 2.10 | 2.10 |
| 1907 | 422,722,680 | 509,975,840 | 2.17 | 2.17 |
| 1908 | 435,987,460 | 524,802,020 | 2.22 | 2.22 |
| 1909 | 446,154,980 | 538,694,600 | 2.22 | 2.22 |
| 1910 | 468,762,890 | 565,725,320 | 2.22 | 2.22 |
| 1911 | 441,864,410 | 573,886,210 | 2.22 | 2.22 |
| 1912 | 462,640,670 | 597,893,680 | 2.22 | 2.22 |
| 1913 | 470,463,880 | 600,789,618 | 2.22 | 2.22 |
| 1914 | 485,324,000 | 616,686,390 | 2.35 | 2.35 |

| | |
|---|---------------|
| City Assessment | \$579,651,890 |
| Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property | 87,000,000 |
| Total | \$616,651,890 |
| City Tax, \$1.56; State, 19c; School, 60c. | \$3.35 |

BUILDING IMPROVEMENTS.

By J. N. McKELVEY, Building Commissioner.

The total estimated cost of all building activities during the year 1914 was \$12,885,398.00, while during 1913 it was \$15,340,012.00.

There was a total of 8,837 permits last year, while there were only 8,302 issued in 1913.

The above statement shows a peculiar condition, a decrease of \$2,454,614.00 in the cost of building improvements during 1914, while 535 more permits were issued than during 1913.

This condition is due to the fact that in 1913 there were more larger and costlier building erected than in 1914.

In my opinion the decrease in the cost of improvements during 1914 is due, in part, to the general unsettled condition, owing to extreme legislation and business depression.

I trust, however, that the passage of the New Charter and the Municipal Bridge Bonds will improve building operations in St. Louis during 1915.

BUILDING IMPROVEMENTS

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEARS 1913 AND 1914.

Prepared by J. N. McKELVEY, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

| 1913. | | | 1914. | | |
|-----------------|--------------------|------------------------|-----------------|--------------------|------------------------|
| Months. | Number of Permits. | Value of Improvements. | Months. | Number of Permits. | Value of Improvements. |
| January | 395 | \$ 616,869.00 | January | 488 | \$ 854,122.00 |
| February | 451 | 2,121,693.00 | February | 415 | 908,083.00 |
| March | 721 | 1,452,939.00 | March | 910 | 1,450,084.00 |
| April | 871 | 1,566,006.00 | April | 1,090 | 1,734,412.00 |
| May | 900 | 1,392,855.00 | May | 1,017 | 1,496,603.00 |
| June | 789 | 2,196,415.00 | June | 884 | 1,543,625.00 |
| July | 746 | 1,045,730.00 | July | 828 | 1,287,859.00 |
| August | 759 | 1,082,947.00 | August | 729 | 797,165.00 |
| September | 755 | 1,180,809.00 | September | 753 | 669,082.00 |
| October | 736 | 820,073.00 | October | 738 | 1,115,643.00 |
| November | 654 | 1,073,643.00 | November | 606 | 660,029.00 |
| December | 495 | 770,233.00 | December | 383 | 378,791.00 |
| Totals | 8,302 | \$15,340,012.00 | Totals | 8,887 | \$12,885,398.00 |

BUILDING PERMITS ISSUED FOR TWENTY-FIVE YEARS.

| | BRICK AND STONE BUILDINGS. | FRAME AND OTHER BUILDINGS. | TOTAL BUILDINGS. | COST. |
|------------|-------------------------------|-------------------------------|------------------|--------------|
| 1914 | 6,166 | 2,691 | 8,887 | \$12,885,398 |
| 1913 | 5,412 | 2,890 | 8,302 | 15,340,012 |
| 1912 | 5,948 | 2,645 | 8,593 | 20,675,904 |
| 1911 | 5,871 | 2,281 | 8,152 | 18,607,265 |
| 1910 | 4,886 | 5,068 | 9,419 | 19,600,098 |
| 1909 | 4,896 | 4,898 | 9,279 | 28,788,272 |
| 1908 | 4,270 | 4,849 | 9,119 | 21,190,369 |
| 1907 | 5,942 | 4,612 | 8,558 | 21,896,167 |
| 1906 | 4,142 | 4,846 | 8,968 | 29,988,696 |
| 1905 | 5,971 | 4,814 | 8,265 | 28,424,784 |
| 1904 | 2,654 | 8,806 | 5,960 | 14,075,794 |
| 1903 | 2,177 | 2,625 | 4,902 | 14,544,430 |
| 1902 | 2,268 | 2,288 | 4,502 | 12,854,085 |
| 1901 | 1,898 | 1,824 | 3,722 | 13,207,991 |
| 1900 | 1,880 | 1,188 | 2,518 | 5,916,984 |
| 1899 | 1,589 | 961 | 2,500 | 8,249,565 |
| 1898 | 1,861 | 796 | 2,657 | 7,838,889 |
| 1897 | 2,549 | 771 | 3,320 | 9,471,640 |
| 1896 | 2,843 | 696 | 3,029 | 10,084,908 |
| 1895 | 2,862 | 780 | 3,642 | 14,881,060 |
| 1894 | 2,977 | 878 | 3,855 | 11,844,700 |
| 1893 | 3,748 | 1,089 | 3,837 | 13,857,667 |
| 1892 | 3,496 | 1,366 | 4,782 | 16,976,978 |
| 1891 | 2,976 | 1,459 | 4,435 | 13,239,960 |
| 1890 | 2,665 | 1,339 | 3,994 | 13,652,706 |

FIRE RECORD FOR 1914.

As Reported by the St. Louis Fire Department.

| MONTHS. | ON BUILDINGS. | | ON CONTENTS. | |
|-----------------|-----------------|----------------------|----------------|----------------------|
| | Insurance. | Losses to Companies. | Insurance. | Losses to Companies. |
| January | \$ 709,550 00 | \$ 29,572 00 | \$ 507,075 00 | ..... |
| February | 626,849 00 | 47,413 00 | 510,960 00 | \$ 76,675 00 |
| March | 1,801,545 00 | 479,415 00 | 1,060,450 00 | 189,104 00 |
| April | 780,489 00 | 20,523 00 | 410,792 00 | 888,554 00 |
| May | 669,485 00 | 18,576 00 | 909,550 00 | 80,699 00 |
| June | 983,775 00 | 65,782 00 | 881,000 00 | 241,815 00 |
| July | 796,815 00 | 57,162 00 | 890,840 00 | 133,478 00 |
| August | 456,620 00 | 84,710 00 | 833,000 00 | 96,902 00 |
| September | 451,650 00 | 26,836 00 | 206,625 00 | 47,181 00 |
| October | 650,600 00 | 26,220 00 | 836,115 00 | 44,906 00 |
| November | 1,529,800 00 | 61,484 00 | 572,503 00 | 118,718 00 |
| December | 442,720 00 | 44,792 00 | 176,090 00 | 172,052 00 |
| Total | \$ 9,901,548 00 | \$998,406 00 | \$6,575,190 00 | \$1,561,683 00 |

Box Alarms, 2,568; Still Alarms, 2,106—Total, 4,674. Second Alarms, 48; Third Alarms, 22; Fourth Alarms, 8; False Alarms, 449.

INSURANCE LOSSES AND PERCENTAGES ON BUILDINGS AND CONTENTS DURING A NUMBER OF YEARS.

| YEAR. | No. of fires and Alarms. | Amount of Insurance Involved. | Amount of Losses to Insurance Co's. | Percentage |
|------------|--------------------------|-------------------------------|-------------------------------------|------------|
| 1894..... | 1513 | \$ 4,206,085 29 | \$1,194,106 01 | 28.38 |
| 1895..... | 1640 | 5,181,017 00 | 779,678 97 | 15.05 |
| 1896..... | 1958 | 6,454,861 68 | 881,890 74 | 13.66 |
| 1897..... | 1965 | 11,580,261 12 | 2,246,980 61 | 19.40 |
| 1898..... | 2094 | 9,277,860 09 | 1,148,828 26 | 12.32 |
| 1899..... | 2473 | 9,017,908 97 | 928,159 54 | 10.20 |
| 1900..... | 2048 | 10,888,996 28 | 1,855,028 10 | 17.94 |
| 1901..... | 2873 | 23,960,542 56 | 2,705,427 57 | 11.30 |
| 1902..... | 2078 | 10,605,929 87 | 1,501,754 50 | 14.16 |
| 1903..... | 3056 | 9,842,771 50 | 1,172,101 68 | 11.99 |
| 1904..... | 2642 | 10,710,834 72 | 971,476 67 | 9.07 |
| 1905..... | 3108 | 8,221,990 79 | 982,862 01 | 11.98 |
| 1906*..... | 3169 | 8,876,285 00 | 958,969 00 | 10.80 |
| 1907..... | 3059 | 9,952,264 00 | 1,374,772 00 | 13.81 |
| 1908..... | 3292 | 11,749,206 00 | 1,299,454 00 | 11.05 |
| 1909..... | 3806 | 19,442,468 00 | 874,262 00 | 4.05 |
| 1910..... | 3714 | 11,526,907 00 | 964,008 00 | 8.00 |
| 1911..... | 4148 | 12,692,972 00 | 2,205,568 00 | 17.85 |
| 1912..... | 4896 | 16,019,788 00 | 1,862,876 00 | 9.07 |
| 1913..... | 4705 | 14,847,712 00 | 1,719,846 00 | 11.98 |
| 1914..... | 4674 | 16,876,788 00 | 2,460,089 00 | 15.02 |

1906*—Not including losses for which no alarms were given, which amounted to \$124,031.00.

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POSTOFFICE.

COLIN M. SELPH, Postmaster.

REVENUES.

| | Receipts. | Expenditures. |
|-------------------------------------|----------------|----------------|
| 1914 | \$5,123,437.78 | \$2,087,332.71 |
| 1913 | 5,331,298.11 | 2,075,979.28 |
| 1912 | 4,828,678.47 | 1,906,382.54 |
| 1911 | 4,639,459.07 | 1,866,563.61 |
| 1910 | 4,539,185.10 | 1,841,253.00 |
| 1909 | 4,294,134.04 | 1,787,318.65 |
| 1908 | 3,974,834.34 | 1,711,964.20 |
| 1907 | 3,969,176.00 | 1,575,640.00 |
| 1906 | 3,702,391.05 | 1,473,587.00 |
| Decrease in receipts, 1914 | | \$ 207,860.33 |
| Decrease in net revenue, 1914 | | 219,213.76 |

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

| | |
|--|-----------------------------|
| Total pounds handled in 1914 | 72,243,485 |
| Total pounds handled in 1913 | 73,068,056 |
| Total pounds handled in 1912 | 58,266,863 |
| Total pounds handled in 1911 | 48,166,048 |
| Total pounds handled in 1910 | 50,794,457 |
| Total pounds handled in 1909 | 45,989,884 |
| Total pounds handled in 1908 | 42,637,785 |
| Total number pieces outgoing handled in 1914 | 313,610,102 |
| Total number pieces outgoing handled in 1913 | 330,932,578 |
| Total number pieces outgoing handled in 1912 | 315,061,793 |
| Total number pieces outgoing handled in 1911 | 306,515,393 |
| Total number pieces outgoing handled in 1910 | 307,056,063 |
| Total number pieces outgoing handled in 1909 | 278,438,517 |
| Total number pieces outgoing handled in 1908 | 246,072,903 |
| Domestic money orders issued | 1913. \$ 2,798,632.13 |
| Foreign money orders issued | 1914. \$ 2,786,192.79 |
| Amount of money orders paid | 762,863.62 553,246.05 |
| Money order funds received for deposit | 9,035,065.80 8,604,580.23 |
| Registered pieces received | 13,637,232.46 11,049,884.39 |
| Registered pieces dispatched | 554,422 518,908 |
| Registered pieces handled in transit | 524,908 493,478 |
| Special delivery letters delivered | 1,049,180 896,250 |
| Pounds of mail dispatched | 364,629 375,541 |
| Pounds of mail received | 73,068,056 72,243,485 |
| Total number of insured parcels received | 15,504,729 16,088,737 |
| Total number of insured parcels dispatched | 98,102 278,711 |
| Total number of C. O. D. parcels received | 101,359 223,160 |
| Total number of C. O. D. parcels dispatched | 9,611 9,611 |
| Total pounds parcel post received | 69,674 69,674 |
| Total pounds parcel post dispatched (outgoing) | 3,545,920 4,372,927 |
| | 15,239,578 15,314,853 |

COMPARATIVE STATEMENT OF POSTAL SAVINGS TRANSACTIONS.

| | 1913. | 1914. |
|---|--------------|--------------|
| Certificates of deposit issued | \$542,564.00 | \$816,806.00 |
| Certificates of deposit paid | 410,077.00 | 450,992.00 |
| Bonds purchased by depositors | 24,880.00 | 20,800.00 |
| Number of accounts opened | 4,012 | 4,287 |
| Number of accounts remaining open December 31, 1914 | | 4,915 |
| Amount on deposit December 31, 1914 | | \$841,266.00 |

ST. LOUIS WEATHER FOR THE YEAR 1914.

By MONTROSE W. HAYES, District Forecaster, U. S. Weather Bureau.

A GENERAL SUMMARY OF THE WEATHER DURING THE YEAR.

The greater part of January was comparatively warm. The precipitation was normal in amount, but there was not so much snow as usual. A storm of rain, sleet and snow on the last three days was the only disagreeable feature of the month.

February was cold—much colder than January—and there was a large amount of snow.

March was a month of marked temperature fluctuations, except during the last week, which was steadily warm. The precipitation was deficient, and with this month an unusually long period of dry weather began.

There was little rain in April, but there was nothing unusual about the temperature.

There was very little rain in May. The temperature was generally below the normal until the 18th; after that date warm weather prevailed.

June was hot and exceptionally dry.

In July there was more rain than in June, but the amount was much less than usually falls in July. The temperature was high.

The very dry weather continued until the 18th of August. On the 19th there was a heavy rain and the remainder of the month was wet. The temperature was high until the rains began; after that it was moderate.

The rains were quite heavy in September. There was nothing unusual about the temperature.

The October rainfall was excessive. The temperature for the month was higher than the average.

There were several cold periods in November, but during most of the month the temperature was mild. The precipitation was rather light.

December was cold, with frequent light snows. An unusually great amount of cloudiness occurred within the month, especially during the first two weeks.

MISCELLANEOUS PHENOMENA.

Frost:

Last killing in spring, April 9th.

Last heavy in spring, April 9th.

Last light in spring, April 13th.

First light in autumn, October 27th.

First heavy in autumn, October 27th.

First killing in autumn, October 27th.

Thunderstorms occurred in every month except February and December.

Snow (0.1 inch or more):

Last in spring, March 21st.

First in autumn, December 9th.

Greatest depth on ground at 7 p. m., 14.5 inches on February 13th.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE LOCAL OFFICE,
U. S. WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1914.

| DATE. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|-----------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|--------------|--------------|
| January...Max. ...Min. | 36 29 | 43 32 | 36 26 | 35 28 | 34 28 | 40 26 | 56 34 | 65 48 | 53 45 | 38 28 | 40 23 | 40 15 | 40 17 | 56 81 | 59 38 | 66 42 | 44 38 | 46 35 | 64 41 | 51 33 | 38 24 | 38 24 | 54 26 | 60 50 | 51 30 | 38 20 | 50 37 | 69 53 | 62 23 | 29 24 | 42 20 | 47.8 81.6 |
| February...Max. ...Min. | 45 29 | 49 34 | 45 25 | 41 19 | 40 20 | 21 8 | 60 1 | 40 13 | 23 11 | 40 24 | 23 17 | 23 12 | 28 18 | 38 26 | 62 50 | 22 62 | 23 21 | 32 28 | 38 22 | 42 33 | 43 42 | 16 22 | 22 16 | 72 13 | 22 7 | 10 20 | 44 51 | 51 29 | ..... | ..... | 86.5 18.4 | |
| March...Max. ...Min. | 29 16 | 35 17 | 40 28 | 44 26 | 52 38 | 37 28 | 37 28 | 44 28 | 48 30 | 48 28 | 33 28 | 44 28 | 60 35 | 44 50 | 80 48 | 61 50 | 53 34 | 38 24 | 32 24 | 37 24 | 42 29 | 43 28 | 55 31 | 63 43 | 73 58 | 58 51 | 70 68 | 65 46 | 58 45 | 67 61 | 61.5 86.5 | |
| April...Max. ...Min. | 60 53 | 65 48 | 55 48 | 58 36 | 60 46 | 54 36 | 54 30 | 48 35 | 38 28 | 51 40 | 57 38 | 64 44 | 61 50 | 53 40 | 72 58 | 84 64 | 89 72 | 57 58 | 57 48 | 81 63 | 82 51 | 81 31 | 82 65 | 60 48 | 79 62 | 86 68 | 78 74 | 61 52 | 54 45 | 64 46 | 64.7 86.5 | |
| May...Max. ...Min. | 64 44 | 70 51 | 73 36 | 74 60 | 85 56 | 50 45 | 50 45 | 72 34 | 87 68 | 74 55 | 87 67 | 91 45 | 70 45 | 70 54 | 72 53 | 73 57 | 78 64 | 79 57 | 81 60 | 82 64 | 84 64 | 82 64 | 84 64 | 88 69 | 90 74 | 90 74 | 92 78 | 88 70 | 89 66 | 86 70 | 86.5 90.4 | |
| June...Max. ...Min. | 84 68 | 88 61 | 93 36 | 94 71 | 92 71 | 94 71 | 78 60 | 95 74 | 98 76 | 98 78 | 98 78 | 85 71 | 90 72 | 90 87 | 72 57 | 89 66 | 82 66 | 89 57 | 93 66 | 98 58 | 97 80 | 96 59 | 98 78 | 99 90 | 99 82 | 101 97 | 97 86 | 86 61 | 88 63 | 88 63 | 91.3 70.9 | |
| July...Max. ...Min. | 78 67 | 86 71 | 89 78 | 95 73 | 95 73 | 95 73 | 91 76 | 96 74 | 95 77 | 98 77 | 102 77 | 100 82 | 100 78 | 92 78 | 96 77 | 98 77 | 86 72 | 81 68 | 89 67 | 94 70 | 90 74 | 97 73 | 100 79 | 99 80 | 97 78 | 98 75 | 98 81 | 72 68 | 86 79 | 88 72 | 90.6 78.6 | |
| August...Max. ...Min. | 89 78 | 92 78 | 86 71 | 89 67 | 94 73 | 96 78 | 95 73 | 94 78 | 90 72 | 86 73 | 96 70 | 92 67 | 89 67 | 89 67 | 89 68 | 94 71 | 96 73 | 96 67 | 92 71 | 87 69 | 90 74 | 91 73 | 98 77 | 98 69 | 74 66 | 82 64 | 81 67 | 76 64 | 85 68 | 89 68 | 93.2 86.8 | |
| September...Max. ...Min. | 89 63 | 93 66 | 82 71 | 79 62 | 78 62 | 89 78 | 89 60 | 78 59 | 70 69 | 67 58 | 70 60 | 67 55 | 79 53 | 81 46 | 74 65 | 84 68 | 81 67 | 82 64 | 85 71 | 85 69 | 78 69 | 77 67 | 53 60 | 59 51 | 55 48 | 53 48 | 58 35 | 74 31 | 69 48 | 62 48 | 71 46 | 88.2 80.6 |
| October...Max. ...Min. | 77 61 | 79 56 | 80 62 | 78 60 | 79 62 | 82 64 | 81 68 | 81 68 | 70 68 | 67 58 | 67 58 | 64 55 | 53 46 | 58 46 | 60 53 | 68 52 | 69 67 | 73 71 | 78 69 | 85 75 | 87 78 | 79 67 | 77 60 | 70 57 | 75 54 | 53 55 | 54 58 | 62 43 | 62 48 | 68 46 | 71 43 | 76.7 68.7 |
| November...Max. ...Min. | 74 52 | 75 55 | 77 40 | 70 54 | 66 46 | 80 49 | 77 39 | 55 41 | 64 48 | 62 41 | 68 49 | 58 49 | 58 50 | 62 48 | 63 45 | 39 27 | 51 26 | 39 32 | 38 18 | 36 14 | 59 24 | 54 35 | 42 28 | 82 44 | 66 39 | 65 48 | 65 43 | 55 39 | 55 46 | 54 52 | 59.2 41.4 | |
| December...Max. ...Min. | 60 46 | 55 41 | 45 40 | 46 35 | 45 41 | 48 40 | 46 41 | 48 34 | 30 26 | 28 25 | 33 24 | 33 23 | 33 18 | 15 8 | 20 10 | 19 10 | 24 10 | 24 23 | 36 20 | 32 18 | 32 18 | 28 18 | 28 15 | 34 23 | 28 17 | 18 6 | 23 20 | 34 20 | 46 26 | 25 12 | 34.5 15.6 | |

CUSTOMS WAREHOUSE TRANSACTIONS.

DISTRICT OF ST. LOUIS—DURING 1914.—FOUNTAIN ROTHWELL,
COLLECTOR.

| MONTHS. | WAREHOUSED | WITHDRAWN. | |
|---------------------------------|----------------|----------------|---------------|
| | Value. | Value. | Duty. |
| In Warehouse Dec. 31, 1913..... | \$428,661 00 | | |
| January, 1914..... | 105,314 00 | \$176,748 00 | \$ 63,750 01 |
| February, "..... | 57,967 00 | 83,067 00 | 22,177 02 |
| March, "..... | 69,189 00 | 79,410 00 | 29,786 89 |
| April, "..... | 45,819 00 | 76,617 00 | 18,063 44 |
| May, "..... | 44,870 00 | 83,569 00 | 23,683 68 |
| June, "..... | 101,681 00 | 76,677 00 | 18,954 51 |
| July, "..... | 80,500 00 | 83,784 00 | 11,306 98 |
| August, "..... | 66,224 00 | 51,851 00 | 14,113 36 |
| September, "..... | 98,922 00 | 114,191 00 | 19,053 45 |
| October, "..... | 72,694 00 | 97,086 00 | 28,433 64 |
| November, "..... | 194,948 00 | 125,151 00 | 41,386 94 |
| December, "..... | 63,387 00 | 150,856 00 | 42,574 29 |
| TOTALS..... | \$1,424,896 00 | \$1,148,426 00 | \$ 338,795 61 |
| In Warehouse Dec. 31, 1914..... | | 276,470 00 | ..... |

NOTE.—The above includes transactions at Ports of Kansas City and St. Joseph, July 1st to December 31st, 1914, inclusive.

Statement of Commodities, exported in bond from the District of
St. Louis during the year ending December 31, 1914.FOUNTAIN ROTHWELL,
Collector of Customs.

| COMMODITIES. | Gallons. | Pounds. | Yards. | Value. |
|-----------------------------|----------|-----------|---------|-----------|
| Beer..... | 594,688 | ..... | ..... | \$438,855 |
| Wire Rope..... | ..... | 1,014,784 | ..... | 72,599 |
| Spelter..... | ..... | 1,569,158 | ..... | 78,400 |
| Dry Plates..... | ..... | 524,849 | ..... | 24,817 |
| Tobacco..... | ..... | 823,496 | ..... | 88,264 |
| Medicinal Preparations..... | ..... | 122,007 | ..... | 47,387 |
| Straw Hats..... | ..... | 3,727 | ..... | 866 |
| Burlap Bags..... | ..... | ..... | 890,996 | 49,929 |
| TOTAL..... | 594,688 | 3,556,456 | 890,996 | \$795,539 |

CUSTOM HOUSE TRANSACTIONS, 1914.

Condensed Classification of Commodities Imported into the District of St. Louis during the year ending December 31, 1914, showing foreign value and duty paid.

FOUNTAIN ROTHWELL,
Collector of Customs.

| COMMODITIES. | Value | Duty. |
|---|----------------|----------------|
| FREE GOODS. | | |
| Acids..... | \$45,808 00 | |
| Books, Papers, etc..... | 89,982 00 | |
| Cinchona..... | 24,180 00 | |
| Santonin..... | 11,425 00 | |
| Coffee..... | 20,711 00 | |
| Fibers, Burlaps..... | 1,210,085 00 | |
| Fish..... | 102,561 00 | |
| Meat..... | 522,749 00 | |
| Leather..... | 120,876 00 | |
| Miscellaneous (Free)..... | 289,008 00 | |
| Oils..... | 849,687 00 | |
| Seeds..... | 241,468 00 | |
| Tea..... | 189,371 00 | |
| DUTIABLE GOODS. | | |
| Art Works..... | 8,669 00 | \$ 530 05 |
| Books and Printed Matter..... | 40,849 00 | 6,279 97 |
| Brushes..... | 9,784 00 | 8,424 15 |
| Burlaps..... | 6,826 00 | 682 60 |
| Cheese..... | 54,199 00 | 10,889 80 |
| Chemicals and Drugs..... | 545,815 00 | 272,650 19 |
| China and Earthenware..... | 160,880 00 | 58,181 95 |
| Cotton Hose..... | 114,426 00 | 48,228 90 |
| Outlery..... | 49,553 00 | 17,881 60 |
| Fire Arms..... | 2,941 00 | 1,929 55 |
| Firecrackers..... | 12,187 00 | 11,978 54 |
| Fish..... | 40,745 00 | 7,969 54 |
| Fruits and Nuts—..... | 142,147 00 | 81,871 54 |
| Glassware..... | 87,089 00 | 11,146 08 |
| Glass, Window and Plate..... | 177,589 00 | 80,451 65 |
| Hats, Trimmings, Feathers and Artificial Flowers..... | 261,580 00 | 100,017 70 |
| Hops..... | 208,259 00 | 95,455 52 |
| Jewelry, Diamonds, etc..... | 82,204 00 | 32,905 16 |
| Lemonade, Ginger Ale, etc..... | 2,063 00 | 424 60 |
| Malt Liquors..... | 8,400 00 | 1,646 78 |
| Manufactures, Cork..... | 8,080 00 | 279 06 |
| " Cotton..... | 548,889 00 | 334,483 08 |
| " Flax..... | 512,542 00 | 174,819 85 |
| " Leather..... | 110,556 00 | 85,242 11 |
| " Metal..... | 125,808 00 | 25,168 14 |
| " Paper..... | 54,842 00 | 18,689 12 |
| " Silk..... | 110,821 00 | 55,671 40 |
| " Wood..... | 47,387 00 | 9,886 70 |
| " Wool..... | 128,159 00 | 48,140 68 |
| Marble and Stone..... | 11,498 00 | 8,482 90 |
| Miscellaneous—(Dutiable)..... | 255,242 00 | 18,581 70 |
| Oil Cloths and Linoleum..... | 69,988 00 | 28,716 86 |
| Olive Oil..... | 99,626 00 | 19,678 18 |
| Paints and Colors..... | 7,888 00 | 960 20 |
| Pencils, Lead..... | 10,559 00 | 2,758 70 |
| Seeds and Plants..... | 60,965 00 | 14,064 67 |
| Spices..... | 59,788 00 | 6,289 86 |
| Spirituous Liquors..... | 87,148 00 | 64,277 28 |
| Straw Matting..... | 270,831 00 | 86,148 70 |
| Tea Waste..... | 60,925 00 | 19,501 41 |
| Tobacco and Cigars..... | 54,199 00 | 47,882 58 |
| Toys and Dolls..... | 172,561 00 | 60,852 80 |
| Waters, Mineral..... | 18,710 00 | 4,585 21 |
| Wines, Sparkling..... | 12,400 00 | 6,206 40 |
| Wines, Still..... | 43,188 00 | 25,564 07 |
| Wire, Steel..... | 812,298 00 | 46,912 20 |
| Zinc..... | 108,275 00 | 10,827 50 |
| Collections from all other sources..... | | 52,726 87 |
| Total, 1914..... | \$8,365,588 00 | \$1,989,829 81 |
| Total, 1913..... | 9,499,255 00 | 2,540,480 88 |

UNITED STATES INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
EDWARD B. ALLEN, *Collector*.

| | 1909. | 1910. | 1911. | 1912. | 1913. | 1914. |
|--|-----------------|-----------------|------------------|------------------|------------------|------------------|
| Lists (penalties, etc.)..... | \$ 7,399 08 | \$ 648,686 00 | \$ 642,727 57 | \$ 743,750 86 | \$ 792,600 81 | \$ 1,461,113 00 |
| Spirits Stamps..... | 3,222,388 00 | 108,013 83 | 92,869 85 | 51,964 11 | 60,528 60 | 61,208 39 |
| Tobacco Stamps..... | 57,500 74 | 5,125,083 68 | 5,710,115 79 | 5,868,407 86 | 6,048,736 68 | 5,529,417 94 |
| Cigar and Cigarette Stamps..... | 141,112 04 | 147,966 15 | 145,285 72 | 143,166 18 | 146,085 46 | 127,976 23 |
| Snuff Stamps..... | 392 07 | 262 64 | 841 85 | 310 52 | 219 94 | 242 56 |
| Beer Stamps..... | 4,444,041 25 | 3,472,983 75 | 3,591,636 25 | 3,515,700 50 | 3,680,875 25 | 3,537,978 98 |
| Special Tax Stamps..... | 165,127 48 | 170,532 87 | 169,260 01 | 172,257 56 | 177,613 68 | 210,045 68 |
| Playing Cards..... | 1 00 | ..... | 24 | 5 00 | 44 | 4 23 |
| Mixed Flour..... | 242 75 | 883 00 | 242 95 | 473 25 | 408 65 | 464 80 |
| Oleomargarine..... | 14,705 56 | 13,352 06 | 17,462 25 | 30,510 65 | 31,365 10 | 39,507 23 |
| Wine Stamps..... | ..... | ..... | ..... | ..... | ..... | 22,247 81 |
| Documentary Stamps..... | ..... | ..... | ..... | ..... | ..... | 121,623 69 |
| Total..... | \$ 8,053,009 02 | \$ 9,667,283 68 | \$ 10,370,611 68 | \$ 10,520,536 03 | \$ 10,864,846 11 | \$ 11,111,849 53 |

TRADE AND COMMERCE OF

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. JNO. P. GORDON,
STATE AUDITOR, JANUARY 1, 1915.

| | |
|---|---------------------------|
| Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1914 taxes..... | \$1,623,821,956 00 |
| Railroad, Bridge, Telegraph and Telephone property, includ- ing street railway property for 1914 taxes | 195,761,841 00 |
| Total | <u>\$1,819,583,797 00</u> |

| | |
|--|---------------------|
| Balance in Treasury, December 31, 1914 | \$ 4,942,010 04 |
| Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1914..... | 10,588,268 43 |
| Disbursements during the year 1914, for all purposes..... | 9,616,818 96 |
| Balance in Treasury December 31, 1914 | <u>4,942,010 04</u> |

STATE DEBT, JANUARY 1, 1915.

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

| | |
|--|-----------------------|
| 1 School certificate, 6 per cent..... | \$2,909,000 00 |
| 6 School certificates, 5 per cent..... | 250,000 00 |
| | <u>\$3,159,000 00</u> |
| 1 Seminary certificate, 6 per cent..... | \$ 122,000 00 |
| 21 Seminary certificates, 5 per cent..... | 1,117,889 42 |
| | <u>\$1,239,889 42</u> |
| Total School and Seminary fund certificates..... | \$4,398,889 42 |
| Capitol Building refunding bonds, 3½ percent | 2,909,500 00 |
| | <u>\$7,308,389 42</u> |

SEMINARY FUND INVESTMENTS.

| | |
|---|---------------------|
| 4 \$1,000 twenty-year Kansas City School District bonds, dated July 1st, 1905, and bearing 3½ percent interest, pay- able semi-annually..... | \$ 4,000 00 |
| 12 \$500 ten-twenty-year Brookfield Waterworks bonds, dated November 1st 1907, bearing 5 percent interest payable annually | 6,000 00 |
| 14 \$500 five-twenty-year Fayette School bonds, dated July 1st, 1909, bearing 5 percent payable annually. | 7,000 00 |
| 12 \$500 Malden, Mo., Waterworks bonds, dated March 1st, 1910, bearing 5 percent interest, payable semi-annually, twenty-year, optional 1920..... | 6,000 00 |
| 2 \$1,000 Carthage School bonds, 6 percent..... | 2,000 00 |
| 20 \$500 Pemisnot County Drainage bonds, 6 percent..... | 10,000 00 |
| 2 \$1,000 Mississippi County Drainage bonds, 6 percent..... | 2,000 00 |
| Total invested Seminary Fund..... | <u>\$ 87,000 00</u> |

BUSINESS OF THE ST. LOUIS BRIDGES AND FERRIES FOR 1914,

AND COMPARISON WITH PREVIOUS YEARS.

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1914,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.**

| BY | CARS. | TONS. | TOTAL TONS. |
|---|---------|-----------|------------------|
| The Eads and Merchants' Bridges..... | 241,508 | 4,130,228 | |
| " Bridge by Wagon (estimated)..... | | 608,000 | 4,738,228 |
| The Wiggins Ferry..... | 105,870 | 1,758,271 | |
| " By Wagon..... | | 98,268 | 1,851,539 |
| The Ivory Ferry..... | | | 989,205 |
| St. Clair Ferry & Transfer Co..... | | | 11,530 |
| Illinois Traction System, Rail and Wagon..... | | | 84,667 |
| Total tons West to East during 1914..... | | | 7,667,169 |
| " " " " 1913..... | | | 7,836,989 |
| " " " " 1912..... | | | 7,676,978 |
| " " " " 1911..... | | | 6,540,504 |
| " " " " 1910..... | | | 6,263,285 |
| " " " " 1909..... | | | 6,019,684 |
| " " " " 1908..... | | | 5,808,382 |
| " " " " 1907..... | | | 7,241,198 |
| " " " " 1906..... | | | 7,324,424 |
| " " " " 1905..... | | | 6,508,884 |
| " " " " 1904..... | | | 5,326,745 |

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

| BY | CARS. | TONS. | TOTAL TONS. |
|---|---------|-----------|-------------------|
| The Eads and Merchants' Bridges..... | 828,784 | 7,874,436 | |
| " Bridge by Wagon (estimated)..... | | 800,000 | 8,674,436 |
| The Wiggins Ferry..... | 88,961 | 2,418,508 | |
| " By Wagon..... | | 109,502 | 2,528,007 |
| The Ivory Ferry..... | | | 1,448,089 |
| St. Clair Ferry & Transfer Co..... | | | 11,582 |
| Illinois Traction System, Rail and Wagon..... | | | 74,879 |
| Total Tons East to West during 1914..... | | | 12,781,914 |
| " " " " 1913..... | | | 14,267,864 |
| " " " " 1912..... | | | 14,776,829 |
| " " " " 1911..... | | | 12,108,072 |
| " " " " 1910..... | | | 12,410,941 |
| " " " " 1909..... | | | 11,908,951 |
| " " " " 1908..... | | | 10,616,801 |
| " " " " 1907..... | | | 12,062,128 |
| " " " " 1906..... | | | 10,929,234 |
| " " " " 1905..... | | | 9,638,882 |
| " " " " 1904..... | | | 9,841,764 |
| Total both Ways 1914..... | | | 20,259,168 |
| " " " " 1913..... | | | 22,154,908 |
| " " " " 1912..... | | | 22,489,802 |
| " " " " 1911..... | | | 19,644,006 |
| " " " " 1910..... | | | 19,674,236 |
| " " " " 1909..... | | | 17,928,045 |
| " " " " 1908..... | | | 16,424,988 |
| " " " " 1907..... | | | 20,804,836 |
| " " " " 1906..... | | | 18,255,648 |
| " " " " 1905..... | | | 16,162,776 |
| " " " " 1904..... | | | 15,068,609 |

LOCAL AND THROUGH TONNAGE.

| | 1914. | | 1913. | |
|--|------------|----------|------------|----------|
| | Tons. | Percent. | Tons. | Percent. |
| Total tons freight received, local | 20,232,617 | 66.70 | 21,539,554 | 66.41 |
| Total tons freight received, through | 10,101,440 | 33.30 | 10,998,247 | 33.59 |
| Tons freight received by rail, local | 20,131,630 | 66.60 | 21,331,429 | 66.20 |
| Tons freight received by rail, through | 10,097,599 | 33.40 | 10,998,247 | 33.80 |
| Tons freight, excluding coal, received by rail, local | 18,675,896 | 61.61 | 14,113,083 | 60.19 |
| Tons freight, excluding coal, received by rail, through | 8,518,919 | 33.89 | 9,835,164 | 33.81 |
| Tons freight received by rail on east side, local | 13,879,791 | 66.08 | 15,518,978 | 65.16 |
| Tons freight received by rail on east side, through | 7,141,329 | 33.97 | 8,297,982 | 34.94 |
| Tons freight, excluding coal, received by rail on east side, local | 7,571,494 | 57.65 | 8,808,627 | 55.20 |
| Tons freight, excluding coal, received by rail on east side, through | 5,562,649 | 42.85 | 6,789,799 | 44.90 |
| Tons freight received by rail on west side, local | 6,251,812 | 67.89 | 5,809,456 | 69.12 |
| Tons freight received by rail on west side, through | 2,956,270 | 32.11 | 2,596,365 | 30.88 |

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

| ROUTE. | 1914. Tons. | 1913. Tons. | 1912. Tons. | 1911. Tons. |
|--------------------------------------|----------------|----------------|----------------|----------------|
| Baltimore & Ohio S. W. R. R. | 604,496 | 586,282 | 649,462 | 707,022 |
| Chicago & Alton " ..... | ..... | ..... | 6,000 | 155,172 |
| C. C. & St. Louis " | 96,987 | 107,689 | 197,872 | 204,087 |
| Vandalia " | 611,856 | 892,952 | 828,269 | 708,511 |
| Illinois Central " | 1,518,210 | 1,489,482 | 1,297,112 | 1,119,462 |
| Wabash " | 285,808 | 275,827 | 188,082 | 287,384 |
| Louisville & Nashville " | 890,713 | 289,608 | 567,484 | 871,989 |
| Southern " | 791,822 | 969,848 | 945,961 | 694,645 |
| Mobile & Ohio " | 191,078 | 155,128 | 98,854 | 144,944 |
| Toledo, St. L. & Western " | 50,520 | 110,768 | 270,967 | 208,418 |
| St. Louis & O'Fallon " | 564,878 | 814,068 | 816,084 | 546,227 |
| St. L., I. M. & So. " (Ill. Div.) .. | 618,429 | 629,056 | 611,164 | 572,036 |
| St. L., Troy & Eastern " | 704,061 | 608,742 | 735,598 | 588,688 |
| St. L. & Bellev. Electric " | 173,710 | 284,841 | 298,468 | 273,121 |
| Chicago & Eastern Ills. " | 415,708 | 450,426 | 850,975 | 442,843 |
| St. Louis & San Francisco " | 106,989 | ..... | ..... | ..... |
| Litchfield & Madison " | 610,774 | 587,988 | 645,591 | 588,768 |
| East St. L. & Suburban " | 280,150 | 586,700 | 587,667 | 528,967 |
| Illinois Traction System | 88,520 | 44,784 | ..... | ..... |
| From Ohio River | 16,200 | 152,150 | 185,000 | 178,740 |
| Total Tons | 8,051,088 | 8,925,579 | 9,220,555 | 8,235,389 |

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

| | | |
|---|---------------------------------------|-------------------------|
| 1900..... 180,850 tons. | 1905..... 158,848 tons. | 1910..... 289,468 tons. |
| 1901..... 200,797 " | 1906..... 174,226 " | 1911..... 457,080 " |
| 1902..... 60,844 " | 1907..... 235,751 " | 1912..... 277,858 " |
| 1903..... 165,920 " | 1908..... 236,036 " | 1913..... 274,428 " |
| 1904..... 155,097 " | 1909..... 236,040 " | 1914..... 174,694 " |
| Receipts of Anthracite Coal in 1907; 219,617 tons local; 45,984 tons through. | | |
| " " " 1908: 207,764 " " 28,272 " " | | |
| " " " 1909: 218,189 " " 22,861 " " | | |
| " " " 1910: 269,770 " " 19,898 " " | | |
| " " " 1911: 450,298 " " 86,787 " " | | |
| " " " 1912: 254,060 " " 28,683 " " | | |
| " " " 1913: 251,454 " " 22,969 " " | | |
| " " " 1914: 156,882 " " 18,012 " " | | |
| Receipts of Coke, 1907, 871,890 tons. | Receipts of Coke, 1911, 192,425 tons. | |
| " " " 1908, 162,280 " | " " " 1912, 190,870 " | |
| " " " 1909, 171,570 " | " " " 1913, 190,867 " | |
| " " " 1910, 192,425 " | " " " 1914, 189,298 " | |

RAIL AND RIVER TONNAGE.

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS
BY EACH RAILROAD AND RIVER, FOR THREE YEARS.

| ROUTE. | 1914. | 1913. | 1912. |
|--|------------|------------|------------|
| Chicago & Alton R. R. (Mo. Div.)..... | 162,096 | 170,295 | 158,607 |
| Missouri Pacific R. R..... | 2,204,585 | 2,389,230 | 2,300,305 |
| St. Louis & San Francisco R. R. | 1,990,011 | 2,000,449 | 1,628,566 |
| Wabash Railway (West)..... | 1,008,923 | 1,042,811 | 424,242 |
| Chicago, Rock Island & Pacific R. R..... | 517,832 | 502,262 | 535,896 |
| Missouri, Kansas & Texas R. R..... | 698,702 | 516,950 | 494,567 |
| St. Louis-Southwestern Ry..... | 320,766 | 746,877 | 678,330 |
| St. Louis, Iron Mountain & Southern R. R..... | 2,988,672 | 3,113,161 | 3,523,689 |
| Illinois Central R. R..... | 2,857,768 | 2,808,810 | 2,669,877 |
| Louisville & Nashville R. R..... | 864,356 | 829,285 | 1,100,013 |
| Mobile & Ohio R. R..... | 2,538,811 | 2,149,986 | 2,238,468 |
| Southern R. R..... | 1,169,224 | 1,414,569 | 1,345,687 |
| Baltimore & Ohio Southwestern R. R..... | 1,166,085 | 1,034,457 | 1,174,485 |
| Chicago, Alton & St. Louis R. R. (Main Line)... | 1,119,674 | 1,109,090 | 1,057,823 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R..... | 675,066 | 732,489 | 895,962 |
| Vandalia R. R..... | 1,440,849 | 1,396,802 | 1,749,178 |
| Wabash Railroad (East)..... | 1,400,986 | 2,090,188 | 1,621,923 |
| Toledo, St. Louis & Western R. R..... | 541,288 | 652,063 | 670,406 |
| Chicago, Peoria & St. Louis R. R..... | 529,440 | 524,905 | 589,909 |
| Chicago, Burlington & Quincy R. R. (East)..... | 681,118 | 851,472 | 525,681 |
| Chicago, Burlington & Quincy R. R. (West)..... | 1,111,948 | 1,343,881 | 1,386,067 |
| Chicago & Eastern Illinois R. R..... | 823,770 | 1,021,440 | 705,151 |
| St. Louis, Troy & Eastern R. R..... | 855,807 | 764,158 | 863,910 |
| Litchfield & Madison R. R..... | 618,182 | 600,141 | 650,215 |
| St. Louis & Belleville Electric Ry..... | 299,950 | 485,241 | 898,271 |
| St. Louis & O'Fallon Ry..... | 564,878 | 814,098 | 816,084 |
| East St. Louis & Suburban Ry. Co.. | 231,041 | 587,820 | 589,187 |
| Illinois Traction System | 70,599 | 81,916 | 11,551 |
| Upper Mississippi River..... | 26,625 | 27,785 | 24,060 |
| Lower Mississippi River..... | 42,615 | 11,275 | 45,876 |
| Illinois River..... | 10,790 | 5,670 | 13,265 |
| Missouri River..... | 7,100 | 5,880 | 910 |
| Ohio River..... | 16,200 | 152,150 | 185,000 |
| Cumberland and Tennessee Rivers..... | 2,535 | 8,915 | 3,325 |
| Total in Tons | 80,884,057 | 82,482,801 | 81,380,451 |
| Total by Rail..... | 80,229,202 | 82,321,676 | 81,108,026 |
| Total by River..... | 104,855 | 211,125 | 222,425 |

RAIL AND RIVER TONNAGE.

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

| ROUTE. | 1914. | 1913. | 1912. |
|---|------------|------------|------------|
| Chicago & Alton R. R. (Mo. Div.) | 99,007 | 85,280 | 78,970 |
| Missouri Pacific R. R. | 1,513,737 | 1,693,679 | 1,576,661 |
| St. Louis & San Francisco R. R. | 1,569,828 | 1,696,697 | 1,565,482 |
| Wabash Railway (West) | 1,114,960 | 1,891,802 | 879,805 |
| Chicago, Rock Island & Pacific R. R. | 577,962 | 527,446 | 468,166 |
| Missouri, Kansas & Texas R. | 536,866 | 545,043 | 526,488 |
| St. Louis Southwestern Ry. | 829,796 | 369,025 | 417,685 |
| St. Louis, Iron Mountain & Southern R. R. | 1,943,723 | 1,897,489 | 1,868,715 |
| Illinois Central R. R. | 1,612,618 | 1,530,282 | 1,447,567 |
| Louisville & Nashville R. R. | 490,782 | 608,691 | 560,786 |
| Mobile & Ohio R. R. | 1,028,801 | 1,040,908 | 1,178,195 |
| Southern R. R. | 1,056,279 | 1,844,083 | 1,273,045 |
| Baltimore & Ohio Southwestern R. R. | 660,676 | 607,747 | 616,196 |
| Chicago, Alton & St. Louis R. R. (Main Line) . . . | 1,260,528 | 1,125,680 | 1,178,706 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R. | 840,371 | 911,859 | 962,720 |
| Vandalia R. R. | 1,100,004 | 1,061,625 | 1,030,966 |
| Wabash Railway (East) | 1,928,673 | 1,928,481 | 1,897,069 |
| Toledo, St. Louis & Western R. R. | 800,858 | 827,876 | 568,962 |
| Chicago, Peoria & St. Louis R. R. | 688,798 | 487,311 | 550,866 |
| Chicago, Burlington & Quincy R. R. (East) | 924,129 | 1,088,758 | 768,457 |
| Chicago, Burlington & Quincy R. R. (West) | 1,112,678 | 1,864,896 | 995,749 |
| Chicago & Eastern Illinois R. R. | 618,816 | 522,205 | 846,576 |
| Litchfield & Madison R. | 24,678 | 88,062 | 28,847 |
| Illinois Traction System | 87,998 | 44,775 | 53,524 |
| St. Louis & Belleville Electric | 17,480 | 29,840 | ..... |
| East St. Louis & Suburban Ry. | 80 | ..... | ..... |
| Upper Mississippi River | 11,545 | 8,880 | 9,025 |
| Lower Mississippi River | 28,175 | 20,000 | 24,880 |
| Illinois River | 4,785 | 6,710 | 6,975 |
| Missouri River | 6,590 | 7,284 | ..... |
| Ohio, Cumberland and Tennessee Rivers | 2,860 | 4,760 | 2,965 |
| Total in Tons | 21,922,765 | 22,176,759 | 20,411,908 |
| Total by Rail | 21,878,880 | 22,129,175 | 20,868,618 |
| Total by River | 43,885 | 47,584 | 43,290 |

COAL.

By J. S. KUHN, President Devoy & Kuhn Coal & Coke Co.

The St. Louis Coal Market was affected during 1914 by the prevailing business depression. Factories running on short time consumed less than the usual amount of coal, and the purchase of domestic coal was also curtailed because of the lesser incomes of factory operations and industrial workers. As in 1913, the influence of the Keokuk water power was also felt—a large proportion of the power used by the St. Louis public utility companies coming from Keokuk.

The wage agreement (miners and operators) expired on March 31, 1914. Pending the signing of a new agreement, work in the Illinois mines was suspended for about three weeks. No inconvenience was experienced by St. Louis manufacturers, because ample storage stocks had been provided.

The average prices paid during 1914 by steam plants, using coal in carload lots, were as follows, f. o. b. St. Louis switches:

| | |
|---------------------------------|-----------------|
| Clean Shaker Screened Lump..... | \$1.57 per ton. |
| Steam Lump..... | 1.52 “ |
| Mine Run..... | 1.42 “ |
| Nut..... | 1.37 “ |
| Screenings..... | 1.12 “ |

Bituminous coal, delivered to residence consumers, ranged as follows during the year:

| | |
|----------------------|---------------------------|
| Standard Lump..... | \$2.25 to \$2.75 per ton. |
| High Grade Lump..... | 2.75 to 3.50 “ |

Anthracite coal, delivered to private residences, sold as follows:

| | |
|-------------------------|---------------------------|
| Large Egg or Grate..... | \$7.50 to \$8.00 per ton. |
| Egg and Stove..... | 7.75 to 8.25 “ |
| Chestnut..... | 8.00 to 8.50 “ |

Gas house coke sold at a uniform price of \$5.75 per ton during the year, and a very large tonnage of this fuel was marketed. One local concern produced and sold, through the local coal dealers, four times its previous production of coke. This coke has proven uniformly satisfactory. It is made from a Kentucky coal (new to the Gas trade), and produces a coke low in sulphur, high in heat units, and of satisfactory burning qualities for domestic and light manufacturing uses.

ALL RAIL RATES OF FREIGHT, IN CENTS, FROM ST. LOUIS TO SOUTHERN CITIES DURING 1914.

| ARTICLES. | Memphis, Tenn. | Vicksburg, Miss. | New Orleans, La. |
|---------------------------------------|-------------------|---------------------|---------------------|
| Flour per barrel, C. L..... | 22 | 86 | 86 |
| Wheat, C. L..... | 8 | 18 | 18 |
| Other Grain, C. L..... | 6 | 12 | 12 |
| Meat, packed, per 100 lbs., C. L..... | 21 | 88 | 88 |
| Meat, loose, per 100 lbs., C. L..... | 21 | 88 | 88 |
| Hay, per 100 lbs., C. L..... | 12 | 20 | 20 |
| Feed, C. L..... | 8 | 12 | 12 |

Except as otherwise provided above St. Louis and East St. Louis rates are the same.

PUBLISHED RATES OF FREIGHT BY RAIL FROM ST. LOUIS TO NEW YORK DURING 1914.

| DATE. | Meats, Per 100 lbs. | Corn, Kaffr Corn, Wheat. | Barley, Oats, Rye, Speltz. | Grain Products. | Flour, Per bbl. | Compressed Cotton, Per 100 lbs. |
|----------------------------|---------------------------|-----------------------------------|-------------------------------------|--------------------|-----------------------|---------------------------------------|
| Jan. 1st to Dec. 31st..... | 41 | 19 | 19 | 19.7 | 89.4 | ◎80 |

◎East St. Louis.

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 8 cents lower than New York.

Cotton to Boston 5 cents higher; to Philadelphia 2 cents, and Baltimore 8 cents lower than New York rates.

Meats to Boston 4 cents higher; to Philadelphia 2 cents, and Baltimore 8 cents lower than New York rates.

CLASS RATES FROM ST. LOUIS. (From January 1st to December 31st, 1914.)

| | 1 | 2 | 3 | 4 | 5 | 6 |
|----------------------|-----|----|-----|----|----|----|
| To New York..... | 87½ | 76 | 58½ | 41 | 85 | 29 |
| To Boston..... | 94½ | 82 | 63½ | 45 | 88 | 31 |
| To Philadelphia..... | 85½ | 74 | 56½ | 39 | 83 | 27 |
| To Baltimore..... | 84½ | 73 | 55½ | 38 | 82 | 26 |

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

| | Per 100 lbs. | | Per 100 lbs. |
|------------|--------------|----------------------------------|--------------|
| 1914..... | 19 cts. | 1901..... | 19.88 cts. |
| *1918..... | 19 " | 1900..... | 19.88 " |
| *1912..... | 19 " | 1899 On Grain (except Corn)..... | 21.95 " |
| *1911..... | 19 " | 1898 On Corn..... | 20 7-10 " |
| *1910..... | 19 " | 1898 On Corn..... | 20½ " |
| *1908..... | 19.50 " | 1897 On Corn for Export..... | 17½ " |
| *1906..... | 19.68 " | 1897 On Grain..... | 28-26 " |
| 1907..... | 20.50 " | 1896..... | 28 " |
| 1906..... | 20.50 " | 1895..... | 28.67 " |
| 1905..... | 20.71 " | 1894..... | 24.75 " |
| 1904..... | 21.57 " | 1893..... | 28.50 " |
| 1903..... | 21.25 " | 1892 On Grain..... | 36.63 " |
| 1902..... | 20.68 " | 1891 On Wheat..... | 29 " |

* And from St. Louis.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1914.

ARRIVALS.

| 1913. | Upp'r Miss. | Low'r Miss. | Ill- nois. | Mis- sour. | Ohio, Cumb. & Tenn. | Total Stems | Barg's & Sc's | Tons of Freight Received |
|----------------|----------------|----------------|---------------|---------------|------------------------------|----------------|------------------|--------------------------------|
| January..... | | | | | | | | |
| February..... | | | | | | | | |
| March..... | 10 | 10 | 8 | | | 28 | 8 | 7,989 |
| April..... | 14 | 18 | 8 | 8 | 2 | 45 | 6 | 9,285 |
| May..... | 57 | 24 | 9 | 5 | 4 | 79 | 6 | 10,570 |
| June..... | 53 | 20 | | 6 | 8 | 81 | 6 | 7,455 |
| July..... | 69 | 22 | | 2 | 5 | 98 | 4 | 10,626 |
| August..... | 68 | 19 | 9 | 4 | 6 | 101 | 4 | 11,325 |
| September..... | 56 | 15 | 17 | 8 | 4 | 96 | 7 | 12,776 |
| October..... | 47 | 15 | 22 | 1 | 2 | 98 | 2 | 12,480 |
| November..... | 52 | 18 | 11 | 2 | 8 | 61 | | 4,050 |
| December..... | 4 | 6 | 5 | | 2 | 17 | | 1,120 |
| Total..... | 884 | 162 | 95 | 26 | 81 | 698 | 86 | 68,655 |

DEPARTURES.

| 1913. | Upp'r Miss. | Low'r Miss. | Ill- nois. | Mis- sour. | Tenn. | Ohio | Total Dep's | Tons Ship'd |
|----------------|----------------|----------------|---------------|---------------|-------|------|----------------|----------------|
| January..... | | | | | | | | |
| February..... | | | | | | | | |
| March..... | 6 | 7 | 8 | | 1 | | 17 | 1,896 |
| April..... | 18 | 14 | 9 | 4 | 4 | | 49 | 3,676 |
| May..... | 57 | 26 | 9 | 5 | 8 | | 79 | 5,455 |
| June..... | 48 | 18 | 8 | 5 | 4 | | 58 | 6,045 |
| July..... | 60 | 20 | 9 | 4 | 4 | | 57 | 7,695 |
| August..... | 62 | 17 | 8 | 6 | 4 | | 87 | 7,145 |
| September..... | 57 | 17 | 15 | 5 | 4 | | 98 | 6,880 |
| October..... | 50 | 17 | 20 | 2 | 1 | | 90 | 5,450 |
| November..... | 53 | 14 | 9 | 1 | 2 | | 79 | 4,875 |
| December..... | 4 | 6 | 8 | 2 | 1 | | 16 | 1,420 |
| Total..... | 375 | 155 | 102 | 84 | 28 | | 694 | 48,985 |

ARRIVALS AND DEPARTURES FOR TWENTY-TWO YEARS.

| ARRIVALS. | | | | | DEPARTURES. | | |
|-----------|--------|---------|---------------------------------|---|-------------|--------|--------------------------------|
| Years. | Boats. | Barges. | Tons of Freight Received. | Tons of Lumbr & L'gs by Raft rec'd. | Years. | Boats. | Tons of Freight Shipped. |
| 1914..... | 698 | 88 | 68,655 | | 1914..... | 694 | 48,985 |
| 1913..... | 692 | 131 | 211,125 | | 1913..... | 698 | 49,880 |
| 1912..... | 854 | 206 | 229,425 | | 1912..... | 788 | 48,836 |
| 1911..... | 808 | 859 | 301,880 | | 1911..... | 735 | 67,468 |
| 1910..... | 559 | 209 | 148,540 | | 1910..... | 587 | 48,425 |
| 1909..... | 788 | 829 | 261,590 | | 1909..... | 772 | 48,005 |
| 1908..... | 908 | 444 | 298,180 | | 1908..... | 906 | 72,740 |
| 1907..... | 942 | 898 | 289,575 | | 1907..... | 931 | 76,500 |
| 1906..... | 1029 | 417 | 325,900 | 1,770 | 1906..... | 1018 | 69,186 |
| 1905..... | 1074 | 885 | 286,640 | 1,210 | 1905..... | 1057 | 60,575 |
| 1904..... | 1222 | 418 | 291,425 | 8,945 | 1904..... | 1182 | 82,867 |
| 1903..... | 1271 | 519 | 335,710 | 4,700 | 1903..... | 1205 | 212,307 |
| 1902..... | 1465 | 451 | 386,045 | 80,875 | 1902..... | 1448 | 224,351 |
| 1901..... | 1541 | 502 | 419,355 | 50,550 | 1901..... | 1519 | 300,370 |
| 1900..... | 1622 | 595 | 483,670 | 78,840 | 1900..... | 1605 | 245,595 |
| 1899..... | 1670 | 690 | 594,650 | 71,960 | 1899..... | 1582 | 298,302 |
| 1898..... | 1690 | 792 | 449,535 | 57,060 | 1898..... | 1514 | 299,595 |
| 1897..... | 1692 | 927 | 507,105 | 69,565 | 1897..... | 1576 | 489,940 |
| 1896..... | 2065 | 1435 | 587,755 | 84,910 | 1896..... | 1945 | 571,415 |
| 1895..... | 2007 | 1196 | 410,145 | 98,655 | 1895..... | 1904 | 393,320 |
| 1894..... | 2051 | 1245 | 458,175 | 129,355 | 1894..... | 1928 | 363,080 |
| 1893..... | 2037 | 1063 | 472,695 | 126,510 | 1893..... | 2009 | 436,905 |

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1914 AND PREVIOUS YEARS.

| YEARS. | White Pine Feet. | Shingles. No. | Laths. No. | Pickets. No. | Logs Sup. Feet. | Yell'w Pine. Feet. | Poplar. Feet. | Cotton-wood. Feet. | Cedar, nut. Feet. | Chestnut. Feet. |
|--------------|------------------|---------------|------------|--------------|-----------------|--------------------|---------------|--------------------|-------------------|-----------------|
| Total, 1914. | | | | | 5,895,000 | | 9,000 | 6,800 | 206,980 | 13,500 |
| " 1915. | 365,000 | | | | 5,426,932 | | 70,988 | 42,000 | 125,035 | 67,000 |
| " 1916. | 20,000 | | | | 4,190,000 | | 4,000 | | 28,890 | |
| " 1917. | 250,000 | | | | 5,799,000 | | 221,100 | 223,200 | 16,500 | |
| " 1918. | 31,500 | | | | 4,086,000 | | 52,600 | 7,500 | 116,087 | 20,000 |
| " 1919. | 18,000 | | | | 7,226,000 | | 90,800 | 26,000 | 140,300 | 89,900 |
| " 1920. | 1,000 | | | | 5,702,000 | | 822,800 | 45,400 | 128,000 | 175,000 |
| " 1921. | 1,000 | | | | 8,299,000 | 35,000 | 1,102,600 | 936,200 | 206,000 | 394,000 |
| " 1922. | 1,000 | | | | 8,989,900 | 58,500 | 980,600 | 839,000 | 599,700 | 41,800 |
| " 1923. | 1,000 | | | | 7,176,700 | | 1,204,200 | 7,404,000 | 296,000 | 89,500 |
| " 1924. | 689,000 | 34,360 | | | 8,747,860 | 589,000 | 1,204,200 | 7,169,000 | 311,000 | 47,000 |
| " 1925. | 3,271,600 | | 428,800 | | 4,426,000 | 1,265,000 | 4,195,600 | 18,520,800 | 311,000 | 12,000 |
| " 1926. | 6,465,000 | | 7,067,000 | | 5,205,100 | 41,000 | 8,866,400 | 16,175,000 | 329,240 | 79,000 |
| " 1927. | 11,560,000 | | 12,886,500 | 216,000 | 3,110,600 | | 6,265,400 | 24,257,100 | 151,100 | 23,000 |
| " 1928. | 22,451,546 | 17,108,260 | 13,508,960 | 147,960 | 4,411,198 | | 6,855,700 | | | |
| " 1929. | 83,703,781 | | | | | | | | | |
| " 1930. | | | | | | | | | | |
| " 1931. | | | | | | | | | | |
| " 1932. | | | | | | | | | | |
| " 1933. | | | | | | | | | | |
| " 1934. | | | | | | | | | | |
| " 1935. | | | | | | | | | | |
| " 1936. | | | | | | | | | | |
| " 1937. | | | | | | | | | | |
| " 1938. | | | | | | | | | | |
| " 1939. | | | | | | | | | | |
| " 1940. | | | | | | | | | | |
| " 1941. | | | | | | | | | | |
| " 1942. | | | | | | | | | | |
| " 1943. | | | | | | | | | | |
| " 1944. | | | | | | | | | | |
| " 1945. | | | | | | | | | | |
| " 1946. | | | | | | | | | | |
| " 1947. | | | | | | | | | | |
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| " 1955. | | | | | | | | | | |
| " 1956. | | | | | | | | | | |
| " 1957. | | | | | | | | | | |
| " 1958. | | | | | | | | | | |
| " 1959. | | | | | | | | | | |
| " 1960. | | | | | | | | | | |
| " 1961. | | | | | | | | | | |
| " 1962. | | | | | | | | | | |
| " 1963. | | | | | | | | | | |
| " 1964. | | | | | | | | | | |
| " 1965. | | | | | | | | | | |
| " 1966. | | | | | | | | | | |
| " 1967. | | | | | | | | | | |
| " 1968. | | | | | | | | | | |
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| " 1984. | | | | | | | | | | |
| " 1985. | | | | | | | | | | |
| " 1986. | | | | | | | | | | |
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| " 2018. | | | | | | | | | | |
| " 2019. | | | | | | | | | | |
| " 2020. | | | | | | | | | | |
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| " 2108. | | | | | | | | | | |
| " 2109. | | | | | | | | | | |
| " 2110. | | | | | | | | | | |
| " 2111. | | | | | | | | | | |
| " 2112. | | | | | | | | | | |
| " 2113. | | | | | | | | | | |
| " 2114. | | | | | </ | | | | | |

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1914.

ARRIVALS.

| 1913. | Upp'r Miss. | Low'r Miss. | Ill- nois. | Mis- sour. | Ohio, Cumb & Tenn. | Total Stmr. | Barge & Sc's | Tons of Freight Received |
|----------------|----------------|----------------|---------------|---------------|-----------------------------|----------------|-----------------|--------------------------------|
| January..... | | | | | | | | |
| February..... | | | | | | | | |
| March..... | 10 | 10 | 3 | | | 23 | 3 | 7,689 |
| April..... | 14 | 18 | 8 | 3 | 2 | 45 | 6 | 9,285 |
| May..... | 37 | 24 | 9 | 5 | 4 | 79 | 6 | 10,370 |
| June..... | 52 | 20 | | 6 | 3 | 81 | 6 | 7,455 |
| July..... | 69 | 22 | | 2 | 5 | 98 | 4 | 10,635 |
| August..... | 63 | 19 | 9 | 4 | 6 | 101 | 4 | 11,395 |
| September..... | 56 | 15 | 17 | 3 | 4 | 95 | 7 | 15,775 |
| October..... | 47 | 15 | 23 | 1 | 2 | 98 | 2 | 12,430 |
| November..... | 32 | 13 | 11 | 2 | 3 | 61 | | 4,050 |
| December..... | 4 | 6 | 5 | | 2 | 17 | | 1,120 |
| Total..... | 384 | 162 | 95 | 26 | 31 | 698 | 38 | 68,655 |

DEPARTURES.

| 1913. | Upp'r Miss. | Low'r Miss. | Ill- nois. | Mis- sour. | Tenn. | Ohio | Total Dep'ts | Tons Ship'd |
|----------------|----------------|----------------|---------------|---------------|-------|------|-----------------|----------------|
| January..... | | | | | | | | |
| February..... | | | | | | | | |
| March..... | 6 | 7 | 3 | | 1 | | 17 | 1,305 |
| April..... | 18 | 14 | 9 | 4 | 4 | | 49 | 3,675 |
| May..... | 37 | 25 | 9 | 5 | 3 | | 79 | 5,455 |
| June..... | 43 | 18 | 8 | 5 | 4 | | 68 | 6,045 |
| July..... | 60 | 20 | 9 | 4 | 4 | | 97 | 7,605 |
| August..... | 62 | 17 | 8 | 6 | 4 | | 97 | 7,145 |
| September..... | 37 | 17 | 15 | 5 | 4 | | 78 | 6,890 |
| October..... | 50 | 17 | 29 | 2 | 1 | | 99 | 5,450 |
| November..... | 33 | 14 | 9 | 1 | 2 | | 59 | 4,575 |
| December..... | 4 | 6 | 3 | 2 | 1 | | 16 | 1,430 |
| Total..... | 375 | 155 | 102 | 34 | 28 | | 694 | 49,985 |

ARRIVALS AND DEPARTURES FOR TWENTY-TWO YEARS.

| ARRIVALS. | | | | | DEPARTURES. | | |
|-----------|--------|---------|---------------------------------|--|-------------|--------|--------------------------------|
| Years. | Boats. | Barges. | Tons of Freight Received. | Tons of Lumber & Lgs by Raft & Co. | Years. | Boats. | Tons of Freight Shipped. |
| 1914..... | 698 | 38 | 68,655 | | 1914..... | 694 | 49,985 |
| 1913..... | 692 | 131 | 211,125 | | 1913..... | 698 | 40,300 |
| 1912..... | 854 | 206 | 223,425 | | 1912..... | 783 | 43,305 |
| 1911..... | 906 | 359 | 301,880 | | 1911..... | 785 | 67,465 |
| 1910..... | 559 | 209 | 145,540 | | 1910..... | 587 | 48,425 |
| 1909..... | 788 | 329 | 251,590 | | 1909..... | 772 | 48,005 |
| 1908..... | 908 | 444 | 298,180 | | 1908..... | 908 | 72,740 |
| 1907..... | 942 | 388 | 289,575 | | 1907..... | 931 | 78,500 |
| 1906..... | 1029 | 417 | 325,900 | 1,770 | 1906..... | 1013 | 80,155 |
| 1905..... | 1074 | 385 | 298,640 | 1,210 | 1905..... | 1057 | 80,575 |
| 1904..... | 1222 | 413 | 391,425 | 3,945 | 1904..... | 1182 | 82,567 |
| 1903..... | 1271 | 519 | 385,710 | 4,700 | 1903..... | 1205 | 212,307 |
| 1902..... | 1435 | 451 | 386,045 | 80,875 | 1902..... | 1448 | 224,351 |
| 1901..... | 1541 | 509 | 413,355 | 50,550 | 1901..... | 1519 | 200,370 |
| 1900..... | 1622 | 595 | 438,670 | 78,840 | 1900..... | 1605 | 245,555 |
| 1899..... | 1570 | 690 | 394,650 | 71,990 | 1899..... | 1552 | 205,205 |
| 1898..... | 1530 | 792 | 449,535 | 57,060 | 1898..... | 1514 | 300,555 |
| 1897..... | 1693 | 927 | 507,105 | 69,565 | 1897..... | 1576 | 430,300 |
| 1896..... | 2055 | 1433 | 537,755 | 84,010 | 1896..... | 1945 | 573,415 |
| 1895..... | 2007 | 1196 | 410,145 | 96,635 | 1895..... | 1904 | 303,350 |
| 1894..... | 2051 | 1245 | 455,175 | 129,355 | 1894..... | 1933 | 303,000 |
| 1893..... | 2037 | 1093 | 472,395 | 126,510 | 1893..... | 2009 | 435,905 |

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1914 AND PREVIOUS YEARS.

| YEARS. | White Pine Feet. | Shingles. No. | Laths. No. | Pickets. No. | Logs Sup. Feet. | Yell'w Pine. Feet. | Poplar. Feet. | Cotton-wood. Feet. | Cedar. Feet. | Chestnut. Feet. |
|--------------|------------------|---------------|------------|--------------|-----------------|--------------------|---------------|--------------------|--------------|-----------------|
| Total, 1914. | ..... | ..... | ..... | ..... | 5,886,000 | ..... | 9,000 | 6,800 | 246,960 | 19,500 |
| " 1913. | 356,000 | 15,000 | 422,951 | 1,600 | 5,426,983 | ..... | 70,988 | 42,000 | 126,985 | 67,060 |
| " 1912. | 20,000 | 25,185 | 67,050 | 5,000 | 4,190,000 | ..... | 4,000 | ..... | 28,980 | ..... |
| " 1911. | 250,000 | 106,560 | 146,300 | 2,500 | 5,789,000 | ..... | 221,100 | 223,200 | 16,000 | 20,000 |
| " 1910. | 91,500 | 306,700 | 278,855 | 8,500 | 4,086,000 | ..... | 82,600 | 7,800 | 116,067 | ..... |
| " 1909. | 336,500 | 164,900 | 99,000 | ..... | 7,226,000 | ..... | 90,800 | 26,000 | 140,800 | 89,900 |
| " 1908. | 1,100,700 | 27,700 | 464,400 | ..... | 6,702,000 | ..... | 822,800 | 45,400 | 128,000 | 178,000 |
| " 1907. | 1,040,000 | 21,000 | 1,026,801 | 5,800 | 8,289,000 | 35,000 | 1,102,600 | 986,200 | 288,600 | 394,000 |
| " 1906. | 1,627,300 | 10,000 | 96,500 | ..... | 8,989,800 | 58,500 | 980,500 | 889,000 | 598,700 | 41,800 |
| " 1905. | 1,338,000 | 317,800 | 2,021,500 | 29,400 | 7,176,700 | ..... | 1,204,200 | 4,781,800 | 28,700 | 89,500 |
| " 1904. | 7,438,000 | 693,000 | 2,021,500 | 16,000 | 8,147,860 | 660,000 | 1,204,200 | 7,404,000 | 288,000 | 85,000 |
| " 1903. | 10,531,000 | 844,000 | 2,883,000 | 14,500 | 4,428,100 | 1,265,000 | 4,196,500 | 7,169,000 | 104,600 | 47,000 |
| " 1902. | 10,813,000 | 6,000 | 2,785,500 | 32,500 | 5,208,100 | 41,000 | 8,586,400 | 18,520,800 | 811,000 | 12,000 |
| " 1901. | 7,031,300 | 1,728,800 | 3,016,800 | 82,200 | 8,110,400 | ..... | 6,206,400 | 16,179,000 | 809,240 | 79,000 |
| " 1900. | 8,026,700 | 1,981,270 | 4,301,300 | 65,500 | 4,411,198 | ..... | 6,855,700 | 21,587,100 | 151,100 | 83,000 |

| YEARS. | Cypress Feet. | Sycamore Feet. | Ash. Feet. | Oak. Feet. | Walnut. Feet. | Gum. Feet. | Maple. Feet. | Hickory Feet. | Cherry Feet. | Elm. Feet. | Birch. Feet. | Shagbark. Feet. | Pecan. Feet. |
|--------------|---------------|----------------|------------|------------|---------------|------------|--------------|---------------|--------------|------------|--------------|-----------------|--------------|
| Total, 1914. | 60,000 | ..... | ..... | 506,676 | 1,600 | 37,816 | ..... | 70,225 | ..... | ..... | ..... | ..... | ..... |
| " 1913. | 356,000 | ..... | 15,000 | 422,951 | ..... | ..... | ..... | 24,420 | ..... | ..... | ..... | ..... | ..... |
| " 1912. | 20,000 | 31,000 | 25,185 | 67,050 | 5,000 | 49,000 | ..... | 2,000 | ..... | 63,400 | ..... | ..... | ..... |
| " 1911. | 250,000 | 11,000 | 106,560 | 146,300 | 2,500 | 111,600 | 17,500 | 2,000 | 6,000 | 36,800 | ..... | ..... | ..... |
| " 1910. | 91,500 | 8,000 | 306,700 | 278,855 | 8,500 | 19,000 | 69,000 | 28,500 | 5,700 | 18,300 | ..... | ..... | ..... |
| " 1909. | 336,500 | ..... | 164,900 | 99,000 | ..... | 89,000 | ..... | 33,000 | 7,600 | 7,600 | ..... | ..... | ..... |
| " 1908. | 1,100,700 | 285,000 | 27,700 | 464,400 | ..... | 143,500 | 3,000 | 33,500 | 9,000 | 8,000 | ..... | ..... | ..... |
| " 1907. | 1,040,000 | 10,000 | 21,000 | 1,026,801 | 5,800 | 278,000 | ..... | 72,400 | 8,600 | 17,000 | ..... | ..... | ..... |
| " 1906. | 1,627,300 | ..... | 10,000 | 96,500 | 29,400 | 691,500 | ..... | 210,400 | ..... | ..... | ..... | ..... | ..... |
| " 1905. | 1,338,000 | ..... | 317,800 | 2,021,500 | 16,000 | 1,524,000 | ..... | 83,000 | 10,600 | 47,000 | ..... | ..... | ..... |
| " 1904. | 7,438,000 | 40,000 | 693,000 | 2,883,000 | 14,500 | 3,781,000 | 29,000 | 26,000 | ..... | ..... | ..... | ..... | ..... |
| " 1903. | 10,531,000 | 82,000 | 844,000 | 2,785,500 | 32,500 | 3,781,000 | 20,800 | 3,000 | 6,800 | 226,000 | ..... | ..... | ..... |
| " 1902. | 10,813,000 | 6,000 | 1,728,800 | 3,016,800 | 82,200 | 2,350,000 | 60,180 | 2,900 | 161,200 | 280,200 | ..... | ..... | ..... |
| " 1901. | 7,031,300 | 128,000 | 1,738,500 | 4,301,300 | 82,200 | 4,572,000 | 1,000 | 2,900 | 161,200 | 280,200 | ..... | ..... | ..... |
| " 1900. | 8,026,700 | 189,000 | 1,981,270 | 9,067,100 | 65,500 | 6,976,000 | 1,000 | 43,500 | 100 | 88,700 | ..... | 198,000 | 16,000 |

COTTON.

The aggregate business in Cotton at St. Louis for the crop year ending August 31st, 1914, was of moderate volume, but the total movement again showed a decrease from that of the preceding year. A good portion of the business done by St. Louis concerns is shipped direct from point of origin, is shipped direct to Eastern consumers, or to the seaboard for export, and consequently does not come to this market. The total receipts for the twelve months ending August 31st, 1914, were 578,832 bales, as compared with 595,428 bales in 1912-1913, and 668,579 bales in 1911-1912, a loss of 16,596 bales from the arrivals of one year ago, and 73,000 bales under two years ago. Of the total receipts, 495,287 bales were on through bills of lading and 83,545 bales local. Of the local receipts, 19,772 bales were taken for City consumption. Of the total receipts, 399,138 bales were from Arkansas, 49,270 bales from Mississippi, 44,610 bales from Oklahoma, 24,400 bales from Missouri, 23,047 bales from Louisiana, 15,443 bales from Texas, and the balance from Tennessee, Alabama, Kentucky, Georgia and Illinois.

The range of prices for the year on Middling Cotton was from 12½ cents to 14 cents. The low was recorded in September, and the high in October, 1913. In March, 1914, the price was down to 12¼ cents, and thence up to 13½ cents in June and July. In August, 1914, the St. Louis Cotton Exchange was closed, and no quotations recorded.

The Missouri crop for 1913-14 amounted to 53,695 bales, as compared with a yield of 30,859 bales the preceding year. The value was only \$1,610,842, as against \$1,851,552 in 1912-13.

From the report of Henry G. Hester, Secretary New Orleans Cotton Exchange:

The cotton crop of the United States for the year ending with the close of August, 1914, amounted to 14,588,591 bales, showing an increase over that of 1912-13 of 421,476 bales; a decrease under that of 1911-12 of 1,549,835 bales, and an increase over that of 1910-11 of 2,468,496 bales.

The entire increase over last year was in the "Other Gulf" and Atlantic States, the "Other Gulf" showing a gain of 16 per cent, the Atlantic a gain of nearly 14 per cent, while Texas dropped off nearly 20 per cent.

The figures (in round numbers) are: Texas, under last year, 954,000; "Other Gulf States" (embracing Louisiana, Mississippi, Arkansas, Tennessee, Oklahoma, Missouri, Arizona, California, Kansas, New

Mexico), over last year, 592,000; the group of Atlantic States (including Alabama, North Carolina, South Carolina, Georgia, Florida, Kentucky, Virginia), over last year, 783,000 bales.

In grade, the crop has been the poorest since the year of 1906-07; in fact, there has hardly been a year's growth in the past that has contained such a large proportion of poor and undesirable qualities. While the average grade is stated as Strict Low Middling, the leaning has been rather under than over that grade; thus the average for Texas and Oklahoma was Low Middling to Strict Low Middling, in the other Gulf States it was Strict Low Middling, the New Orleans receipts having been barely Strict Low Middling, while the averages for the Atlantic States, which fared better than the rest of the Cotton Belt, ranged from barely Middling to Fully Middling.

The average price for Middling Cotton for this year has been 13.49 cents per pound, comparing with 12.20 last year, 10.16 the year before, and 14.60 in 1910-11; and the average commercial value per bale was \$68.06, against \$63.59 last year, \$51.45 the year before, and \$75.69 in 1910-11.

The total value of the crop, compared with the previous five years, is as follows:

| | Bales. | Values. |
|--------------|------------|---------------|
| 1913-14..... | 14,588,591 | \$957,902,336 |
| 1912-13..... | 14,167,115 | 870,035,059 |
| 1911-12..... | 16,138,426 | 810,280,764 |
| 1910-11..... | 12,120,095 | 917,355,589 |
| 1909-10..... | 10,609,668 | 778,894,095 |

These values are based on actual transactions from week to week, and month to month, as the cotton crop was marketed, and compared with computations made by the Secretaries of other Exchanges at leading trade centers.

The values stated for the commercial crops are for cotton only, and do not, of course, include the value of the cotton seed, which, however, constitutes an important item. For example, the value of the crop for the past year, as stated, was \$957,902,336, to which, if the value of the cotton seed is added, the actual wealth-producing capacity of the Southern cotton farms would be \$1,114,502,336. Last year the total value, including seed, was \$998,425,059.

The foregoing values are different from those stated by the Census Department, which may be accounted for in part by the fact that the Government data is made up several months before the season closes, when a considerable percentage of the crop remains to be disposed of.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

| SEASON. | Gross Receipts, bales. | Through Shipments, bales. | Local Receipts, bales. |
|----------------|------------------------|---------------------------|------------------------|
| 1913-1914..... | 578,832 | 496,287 | 83,545 |
| 1912-1913..... | 596,428 | 514,175 | 81,253 |
| 1911-1912..... | 668,579 | 527,195 | 141,384 |
| 1910-1911..... | 533,276 | 449,654 | 83,622 |
| 1909-1910..... | 457,322 | 372,256 | 85,066 |
| 1908-1909..... | 688,018 | 554,028 | 133,990 |
| 1907-1908..... | 481,742 | 404,756 | 76,986 |
| 1906-1907..... | 815,871 | 707,791 | 108,080 |
| 1905-1906..... | 551,091 | 482,215 | 68,876 |
| 1904-1905..... | 677,658 | 574,115 | 103,543 |
| 1903-1904..... | 521,881 | 485,677 | 56,204 |
| 1902-1903..... | 742,618 | 679,971 | 62,647 |
| 1901-1902..... | 841,258 | 619,578 | 221,680 |
| 1900-1901..... | 973,497 | 788,869 | 239,628 |

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1913-1914.

| MONTHS. | RECEIPTS. | | | Shipments. |
|----------------------|-----------|----------|---------|------------|
| | Local. | Through. | Total. | |
| September, 1913..... | 1,693 | 8,759 | 10,452 | 7,577 |
| October..... | 13,087 | 55,193 | 68,280 | 38,149 |
| November..... | 13,243 | 98,840 | 100,083 | 78,124 |
| December..... | 16,849 | 98,622 | 104,971 | 79,902 |
| January, 1914..... | 9,697 | 68,097 | 75,704 | 63,171 |
| February..... | 7,660 | 55,099 | 62,749 | 42,667 |
| March..... | 5,563 | 51,846 | 56,909 | 51,626 |
| April..... | 4,818 | 30,461 | 34,779 | 37,984 |
| May..... | 3,108 | 23,661 | 31,769 | 30,455 |
| June..... | 1,740 | 19,152 | 20,892 | 30,996 |
| July..... | 6,225 | 20,068 | 26,293 | 12,375 |
| August..... | 912 | 2,999 | 3,911 | 5,680 |
| Total Bales..... | 88,545 | 496,287 | 578,832 | 476,171 |

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

| ROUTES. | 1913-14. | 1912-13. | 1911-12. |
|--|----------|----------|----------|
| Chicago & Eastern Illinois R. R..... | ..... | 86 | ..... |
| Chicago, Burlington & Quincy R. R. (East)..... | ..... | 105 | ..... |
| Wabash R. R. (West)..... | 1,789 | 2,892 | ..... |
| St. Louis, Iron Mountain & Southern R. R..... | 9,464 | 8,154 | 15,490 |
| St. Louis, Iron Mountain & Southern R. R. (Ill. Div.)..... | 322,402 | 288,750 | 322,004 |
| Missouri Pacific R. R..... | 8,899 | 2,633 | 668 |
| Mobile & Ohio R. R..... | 68,442 | 48,680 | 72,577 |
| St. Louis & San Francisco R. R..... | 36,906 | 97,408 | 100,306 |
| St. Louis Southwestern R. R..... | 104,408 | 82,880 | 100,772 |
| Illinois Central R. R..... | 8,007 | 5,101 | 6,844 |
| Missouri, Kansas & Texas R. R..... | 28,280 | 47,876 | 26,665 |
| Chicago, Rock Island & Pacific Ry..... | 8,270 | 8,789 | 6,639 |
| Louisville & Nashville R. R. and L. H. & St. L..... | 426 | 553 | 7,042 |
| Chicago & Alton (Mo. Div.)..... | ..... | 258 | 400 |
| Southern Railway..... | 100 | 996 | 918 |
| Lower Mississippi River Boats..... | 1,705 | 1,615 | 5,110 |
| Upper Mississippi River Boats..... | 122 | ..... | ..... |
| Illinois River Boats..... | 190 | ..... | ..... |
| Ohio, Cumberland and Tennessee River Boats..... | 1,027 | 752 | 8,652 |
| Total Bales..... | 578,832 | 595,428 | 668,579 |

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

| FROM | 1910-14. Bales. | 1912-13. Bales. | 1911-12. Bales. | 1910-11. Bales. |
|---------------------|--------------------|--------------------|--------------------|--------------------|
| Arizona..... | 214 | ..... | ..... | ..... |
| Virginia..... | ..... | 300 | ..... | ..... |
| Arkansas..... | 399,188 | 369,912 | 438,786 | 811,865 |
| Texas..... | 15,448 | 25,889 | 12,926 | 81,655 |
| Missouri..... | 24,400 | 37,091 | 50,811 | 24,945 |
| Tennessee..... | 10,208 | 5,898 | 16,903 | 11,758 |
| Mississippi..... | 49,570 | 37,004 | 58,766 | 60,789 |
| Alabama..... | 10,579 | 11,244 | 14,914 | 14,718 |
| Kentucky..... | 685 | 865 | 2,284 | 2,487 |
| Louisiana..... | 28,847 | 20,872 | 22,681 | 10,798 |
| Georgia..... | 40 | 181 | ..... | ..... |
| Oklahoma..... | 44,610 | 89,202 | 55,659 | 64,826 |
| Illinois..... | 96 | ..... | ..... | ..... |
| Total receipts..... | 578,882 | 595,428 | 668,579 | 588,276 |

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

| ROUTE. | 1913-14. BALES. | 1912-13. BALES. | 1911-12. BALES. |
|---|--------------------|--------------------|--------------------|
| St. Louis Southwestern Ry..... | ..... | ..... | 418 |
| Missouri, Kansas & Texas Ry..... | ..... | ..... | 546 |
| Chicago & Alton R. R. (Main Div.)..... | ..... | 60 | 390 |
| Missouri Pacific R. R..... | 850 | 44 | ..... |
| Wabash Railway (West)..... | 1,477 | 2,283 | 4,600 |
| Chicago, Rock Island & Pacific Ry..... | 59 | 780 | 112 |
| St. Louis & San Francisco R. R..... | 41 | 660 | 178 |
| Iron Mountain & Southern Ry..... | ..... | ..... | ..... |
| Illinois Central Railroad..... | 2,476 | 6,881 | 17,218 |
| Louisville, Henderson & St. Louis R. R..... | 19,879 | 4,024 | 1,800 |
| Louisville & Nashville R. R..... | 592 | 99 | 698 |
| Mobile & Ohio R. R..... | ..... | 1,600 | ..... |
| Southern R. R..... | 74,648 | 56,085 | 54,665 |
| Baltimore & Ohio S.-W. R. R..... | 21,110 | 4,150 | 25,865 |
| Chicago & Alton R. R. (Main Line)..... | 50,188 | 80,871 | 80,118 |
| Cleveland, Cin., Chicago & St. Louis R. R..... | 81,563 | 74,521 | 84,024 |
| Chicago & Eastern Illinois R. R..... | 82,180 | 68,969 | 101,777 |
| Vandalia R. R..... | 19,188 | 16,400 | 25,190 |
| Wabash R. R. (East)..... | 81,966 | 92,081 | 111,200 |
| Toledo, St. Louis & Western R. R..... | 80,228 | 80,948 | 150,225 |
| Chicago, Peoria & St. Louis R. R..... | 10,828 | 29,589 | 17,142 |
| Chicago, Burlington & Quincy R. R. (East)..... | ..... | 402 | 5,850 |
| Chicago, Burlington & Quincy R. R. (West Div.)..... | ..... | 18 | ..... |
| Other Roads..... | 20,418 | ..... | ..... |
| River..... | ..... | ..... | 18 |
| Total bales..... | 478,171 | 467,295 | 581,498 |

TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF MIDDLING COTTON AT ST. LOUIS EACH MONTH FOR FOUR YEARS.

| MONTHS. | 1914-13. | | 1912-13. | | 1912-1911. | | 1910-11. | |
|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. | Highest. |
| September..... | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 10 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 15 |
| October..... | 12 $\frac{1}{4}$ | 14 | 11 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 10 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 15 |
| November..... | 13 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 14 $\frac{1}{4}$ | 15 $\frac{1}{4}$ |
| December..... | 13 | 18 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 15 | 15 6/16 |
| January..... | 12 | 18 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 9 $\frac{1}{4}$ | 15 $\frac{1}{4}$ | 15 $\frac{1}{4}$ |
| February..... | 12 | 18 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 10 | 10 $\frac{1}{4}$ | 14 $\frac{1}{4}$ | 15 $\frac{1}{4}$ |
| March..... | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 10 $\frac{1}{4}$ | 11 | 14 $\frac{1}{4}$ | 14 $\frac{1}{4}$ |
| April..... | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 11 | 11 $\frac{1}{4}$ | 14 $\frac{1}{4}$ | 15 $\frac{1}{4}$ |
| May..... | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 15 $\frac{1}{4}$ | 15 $\frac{1}{4}$ |
| June..... | 12 $\frac{1}{4}$ | 18 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 12 5/16 | 11 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 15 | 15 $\frac{1}{4}$ |
| July..... | 12 | 18 $\frac{1}{4}$ | 12 8/16 | 12 5/16 | 12 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 18 | 15 |
| August..... | ..... | ..... | 12 | 12 $\frac{1}{4}$ | 11 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 12 $\frac{1}{4}$ | 15 |

SHIPMENTS TO UNITED STATES PORTS AS REPORTED BY ST. LOUIS COTTON EXCHANGE.

| | 1912-13. Bales. | 1912-14. Bales. | | 1912-13. Bales. | 1912-14. Bales. |
|--------------------------|--------------------|--------------------|-------------------------|--------------------|--------------------|
| To Boston..... | 74,907 | 90,570 | To Norfolk and | | |
| " Providence..... | 84,321 | 25,323 | Newport News..... | 1,707 | 10,353 |
| " New York..... | 23,076 | 17,841 | " Portland, Maine. | 10,568 | 12,647 |
| " Philadelphia..... | 3,828 | 4,783 | " Pacific Coast..... | 4,113 | 4,386 |
| " Baltimore..... | 1,209 | 2,090 | " Canada..... | 27,476 | 40,281 |
| " Louisville..... | 181 | 675 | " City..... | 20,566 | 19,773 |
| " Interior points.. | 385,224 | 342,856 | " Other points..... | 2,020 | 2,734 |
| " New Hampshire .. | | 5,286 | " Connecticut..... | | 1,005 |
| Total Bales 1911-12..... | 668,030. | | 1912-13..... | 594,216. | |
| | | | 1912-14..... | 580,591. | |

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

| Year ending Aug. 31. | Receipts. bales. | Shipments. bales. | Stock. bales. |
|-------------------------|---------------------|----------------------|------------------|
| 1914..... | 94,005 | 86,082 | 14,121 |
| 1913..... | 77,969 | 75,708 | 6,198 |
| 1912..... | 137,510 | 122,878 | 3,937 |
| 1911..... | 70,158 | 68,169 | 2,649 |
| 1910..... | 64,330 | 24,312 | 650 |
| 1909..... | 105,786 | 104,924 | 10,633 |
| 1908..... | 69,593 | 64,032 | 9,770 |
| 1907..... | 112,621 | 121,799 | 4,312 |
| 1906..... | 71,274 | 63,549 | 13,501 |
| 1905..... | 91,923 | 87,539 | 10,776 |
| 1904..... | 57,487 | 52,360 | 6,392 |

COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED BY THE NEW ORLEANS COTTON EXCHANGE.

| | 1912-1914. | 1912-1911. | 1911-1910. |
|--------------------------|------------|------------|------------|
| Alabama..... | 1,530 | 1,390 | 1,738 |
| Arkansas..... | 1,081 | 820 | 941 |
| Florida..... | 70 | 62 | 95 |
| Georgia..... | 2,454 | 1,920 | 2,873 |
| Louisiana..... | 458 | 390 | 403 |
| Oklahoma..... | 877 | 1,051 | 1,036 |
| Mississippi..... | 1,336 | 1,042 | 1,231 |
| North Carolina, etc..... | 894 | 974 | 1,194 |
| South Carolina..... | 1,462 | 1,281 | 1,733 |
| Tennessee, etc..... | 518 | 375 | 573 |
| Texas..... | 3,908 | 4,362 | 4,327 |
| Total crops—bales..... | 14,547 | 14,167 | 16,126 |

VALUE OF COMMERCIAL CROP.

| | Bales. | Value. |
|----------------|------------|---------------|
| 1912-1914..... | 14,568,591 | \$967,902,386 |
| 1912-1913..... | 14,167,115 | 870,085,059 |
| 1911-1912..... | 16,138,426 | 910,250,764 |
| 1910-1911..... | 12,120,095 | 917,355,589 |
| 1909-1910..... | 10,609,668 | 778,894,085 |
| 1908-1909..... | 18,825,457 | 682,794,494 |
| 1907-1908..... | 11,371,936 | 673,236,008 |
| 1906-1907..... | 18,510,982 | 716,853,263 |
| 1905-1906..... | 11,845,968 | 641,720,486 |
| 1904-1905..... | 13,565,983 | 628,126,359 |

WEIGHTS AND VALUE PER BALE.

| | 1912-14. | 1912-13. | 1911-12. | 1910-11. | 1909-10. | 1908-09 |
|---|----------|----------|----------|----------|----------|---------|
| Average weight per bale— | lbs. | lbs. | lbs. | lbs. | lbs. | lbs. |
| United States standard bales.. | 514.34 | 517.99 | 518.72 | 518.12 | 506.62 | 518.30 |
| St. Louis Receipts " " " " | 500 | 517 | 512 | 514 | 512 | 512 |
| Average value per bale St. Louis Receipts. 1912-14, \$64.64; 1912-13, \$62.61; 1911-12, \$56.52 | | | | | | |

THE CROP OF THE UNITED STATES, IN BALES, FOR 66 YEARS.

| | | | | |
|--------------------|--------------------|--------------------|---------------------|---------------------|
| 1849-50, 2,236,718 | 1862-63, no record | 1875-76, 4,632,313 | 1888-89, 6,968,290 | 1901-02, 10,680,680 |
| 1850-51, 2,454,257 | 1863-64, no record | 1876-77, 4,474,069 | 1889-90, 7,313,726 | 1902-03, 10,727,559 |
| 1851-52, 3,126,310 | 1864-65, no record | 1877-78, 4,773,865 | 1890-91, 8,655,518 | 1903-04, 10,011,374 |
| 1852-53, 3,416,214 | 1865-66, 2,277,683 | 1878-79, 5,074,155 | 1891-92, 9,035,379 | 1904-05, 13,565,885 |
| 1853-54, 3,074,979 | 1866-67, 2,332,680 | 1879-80, 5,761,252 | 1892-93, 6,700,365 | 1905-06, 11,345,988 |
| 1854-55, 2,982,634 | 1867-68, 2,559,241 | 1880-81, 6,605,750 | 1893-94, 7,549,817 | 1906-07, 13,510,982 |
| 1855-56, 3,065,557 | 1868-69, 2,433,770 | 1881-82, 5,456,048 | 1894-95, 9,901,261 | 1907-08, 11,571,966 |
| 1856-57, 3,033,737 | 1869-70, 3,114,592 | 1882-83, 6,949,756 | 1895-96, 7,157,346 | 1908-09, 13,825,457 |
| 1857-58, 3,227,339 | 1870-71, 4,317,006 | 1883-84, 5,713,200 | 1896-97, 8,757,954 | 1909-10, 10,609,668 |
| 1858-59, 4,018,914 | 1871-72, 2,971,351 | 1884-85, 5,706,165 | 1897-98, 11,199,964 | 1910-11, 12,120,096 |
| 1859-60, 4,861,292 | 1872-73, 3,874,559 | 1885-86, 6,575,691 | 1898-99, 11,274,640 | 1911-12, 16,138,425 |
| 1860-61, 3,849,169 | 1873-74, 4,170,388 | 1886-87, 6,505,087 | 1899-00, 9,486,416 | 1912-13, 14,167,115 |
| 1861-62, no record | 1874-75, 3,927,845 | 1887-88, 7,046,833 | 1900-01, 10,383,422 | 1913-14, 14,588,591 |

AMERICAN COTTON CROP FOR THREE YEARS.

From New Orleans Cotton Exchange Report.

| | 1918-14. Bales. | 1912-18. Bales. | 1911-12. Bales. |
|--|--------------------|--------------------|--------------------|
| Port receipts | 10,539,555 | 10,189,671 | 12,181,621 |
| Overland to mills | 1,184,218 | 1,100,414 | 1,288,884 |
| Southern consumption | 3,087,308 | 2,969,559 | 2,744,067 |
| | <hr/> | <hr/> | <hr/> |
| Less taken by Southern mills from ports | 14,761,081 | 14,259,644 | 16,209,522 |
| | 172,490 | 92,529 | 71,096 |
| TOTAL CROPS | 14,588,591 | 14,167,115 | 16,188,426 |
| EXPORTS— | | | |
| Great Britain | 8,424,218 | 8,596,641 | 4,248,689 |
| France | 1,068,896 | 993,592 | 1,198,174 |
| *Continent and Channel | 4,390,884 | 4,018,486 | 5,064,652 |
| Canada | 148,564 | 147,152 | 180,794 |
| | <hr/> | <hr/> | <hr/> |
| TOTAL EXPORTS | 9,032,557 | 8,757,871 | 10,687,269 |
| Stock close of year | 231,898 | 234,698 | 262,969 |
| Northern mills takings | 2,518,622 | 2,468,377 | 2,631,462 |
| Average gross weight of crop bale—pounds | 514.34 | 517.99 | 518.72 |
| * Including Mexico, Japan and China. | | | |

SUPPLY AND DISTRIBUTION OF AMERICAN COTTON.

(In thousands.)

SUPPLY.

| | 1918-14 | 1912-18 | 1911-12 | 1901-11 |
|----------------------------------|---------------|---------------|---------------|---------------|
| Visible supply Sept. 1 | 1,065 | 1,352 | 800 | 782 |
| Brought into sight | 14,606 | 14,177 | 16,142 | 12,152 |
| Total Supply, Bales | 15,660 | 15,529 | 16,942 | 12,984 |

DISTRIBUTION.

| | 1918-14 | 1912-18 | 1911-12 | 1910-11 |
|--|---------------|---------------|---------------|---------------|
| Takings— | | | | |
| American mills, North | 2,514 | 2,488 | 2,681 | 1,994 |
| American mills, South | 8,087 | 2,970 | 2,744 | 2,864 |
| Canadian mills | 149 | 147 | 181 | 153 |
| Mexican mills | 28 | 24 | 16 | 6 |
| *Japanese, Chinese and East Indian mills | 848 | 405 | 712 | 153 |
| European mills | 8,045 | 8,440 | 9,801 | 7,464 |
| Total mill takings | 14,121 | 14,474 | 15,685 | 12,184 |
| Burnt | | | 5 | |
| Visible supply August 31— | | | | |
| America | 859 | 844 | 865 | 287 |
| Great Britain | 678 | 441 | 571 | 886 |
| Continent | 527 | 270 | 416 | 177 |
| Total distribution, Bales | 15,660 | 15,529 | 16,942 | 12,984 |

* Including 2,000 American Cotton taken this year from Liverpool for Japan-China and East India, against 19,000 last year.

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

| By— | Flour. Barrels. | Wheat. Bush. | Corn. Bush. | Oats. Bush. | Rye. Bush. | Barley Bush. |
|---------------------------------------|--------------------|-----------------|----------------|----------------|---------------|-----------------|
| Chicago & Alton R. R. (Mo. Div.) | 159,810 | 920,879 | 14,400 | 25,500 | 2,200 | 17,600 |
| Missouri Pacific R. R. | 691,980 | 9,562,060 | 1,077,600 | 1,618,400 | 21,100 | 11,000 |
| St. Louis and San Francisco R. R. | 198,190 | 3,072,000 | 84,000 | 176,800 | 5,800 | 25,590 |
| Wabash R. R. (West) | 262,900 | 5,197,200 | 2,077,200 | 4,061,800 | 77,500 | 162,490 |
| Chicago, R. I. & Pacific Ry. | 606,115 | 2,018,400 | 94,800 | 219,600 | 8,800 | 40,000 |
| Mo., Kansas & Texas R. R. | 69,490 | 8,460,800 | 24,000 | 106,400 | | 1,200 |
| St. Louis Southwestern R. R. | | 900 | | 1,700 | | |
| St. L., Iron Mount. & So. R. R. | 7,940 | 108,000 | 48,000 | 6,800 | 8,800 | |
| St. L., I. M. & So. R. R. (Ill. Div.) | 3,660 | 80,000 | 11,800 | 1,700 | 8,800 | |
| Illinois Central R. R. | 4,980 | 110,400 | 2,798,400 | 779,850 | 5,500 | 30,400 |
| Louisville, Henderson & St. L. R. R. | | | | | | |
| Louisville & Nashville R. R. | 1,840 | 9,600 | 1,200 | 6,100 | | |
| Mobile & Ohio R. R. | 290 | 26,400 | 9,600 | | | |
| Southern Railway | 27,980 | 24,000 | 4,800 | | | |
| Baltimore & Ohio S. W. R. R. | 56,410 | 48,000 | 184,400 | 182,600 | | |
| Chicago & Alton R. R. (Main Line) | 402,835 | 419,825 | 1,562,800 | 2,665,200 | 21,650 | 996,800 |
| Cleveland, Cin. Chi. & St. L. R. R. | 1,680 | 40,800 | 61,200 | 11,300 | | |
| Vandalia R. R. | 67,960 | 74,400 | 406,600 | 284,600 | | |
| Wabash R. R. (East) | 108,740 | 386,000 | 8,178,800 | 8,867,700 | 28,100 | 9,600 |
| Toledo, St. Louis & Western R. R. | 21,850 | 61,200 | 42,000 | 88,800 | | |
| Chicago, Peoria & St. Louis R. R. | 14,600 | 510,000 | 1,304,400 | 1,509,600 | 16,600 | 288,840 |
| Chicago, B. & Q. R. R. (East Div.) | 848,410 | 1,465,600 | 812,400 | 2,726,100 | 12,800 | 102,800 |
| C. B. & Q. R. R. (West Div.) | 208,600 | 4,429,200 | 3,680,800 | 6,466,800 | 189,000 | 692,000 |
| Chicago & Eastern Illinois R. R. | 190,790 | 684,400 | 111,600 | 42,100 | 1,100 | 150 |
| St. Louis, Troy & Eastern Ry. | 78,760 | 74,400 | 6,000 | | | 11,200 |
| Illinois Traction System | 600 | 57,600 | 887,200 | 222,700 | | |
| Litchfield & Madison R. R. | | | | | | |
| Upper Mississippi River | 80 | 178,896 | | | 650 | |
| Lower " " | | 50,618 | 2,275 | | | |
| Illinois " " | 10 | 14,718 | | | | |
| Missouri " " | 350 | 47,664 | | | | |
| Ohio, Cumb. & Tenn. Rivers | 28,760 | | | | | |
| By Wagon | | 800,000 | 200,000 | 200,000 | | |
| Total River and Rail | 8,514,760 | 88,569,047 | 17,105,825 | 24,944,650 | 889,000 | 2,890,590 |

MOVEMENT IN FLOUR AND GRAIN FOR 1914.

SHIPMENTS.

| By— | Flour, Bbls. | Wheat, Bush. | Corn, Bush. | Oats, Bush. | Rye, Bush. | Barley Bush. |
|---------------------------------------|-----------------|-----------------|----------------|----------------|---------------|-----------------|
| Chicago & Alton R.R. (Mo. Div.) | 4,620 | 4,610 | 20,340 | 6,820 | ..... | ..... |
| Missouri Pacific Ry | 25,020 | 20,400 | 142,690 | 488,700 | ..... | 820 |
| Wabash R. R. (West) | 77,940 | 90,460 | 85,190 | 60,820 | ..... | ..... |
| Chicago, B. I. & Pacific Ry | 280 | 500 | 28,280 | 8,260 | ..... | ..... |
| St. Louis and San Francisco R.R. | 64,300 | 809,940 | 1,520,910 | 1,876,150 | 9,690 | 81,080 |
| Missouri, Kansas & Texas R. R. | 970 | 21,010 | 108,290 | 33,480 | ..... | ..... |
| St. Louis Southwestern R. R. | 37,010 | 4,360 | 23,920 | 44,000 | ..... | ..... |
| St. Louis, Iron Mount. & So. R.R. | 237,180 | 2,564,050 | 1,331,890 | 1,017,870 | 33,460 | 20,050 |
| St. L., I. M. & So. R. R. (Ill. Div.) | 66,420 | 380,810 | 178,650 | 420,300 | 10,750 | 40,570 |
| Illinois Central R. R. | 625,010 | 6,078,730 | 2,095,930 | 6,501,750 | 70,190 | 58,890 |
| Louisville, Henderson & St. L. R.R. | 29,520 | 484,450 | 177,400 | 704,580 | 31,520 | 3,870 |
| Louisville & Nashville R. R. | 160,810 | 1,629,110 | 857,630 | 1,166,300 | 11,490 | 14,550 |
| Mobile & Ohio R. R. | 692,580 | 1,426,820 | 1,919,280 | 4,116,360 | 10,850 | 14,640 |
| Southern Railway | 249,350 | 4,208,750 | 998,630 | 1,688,290 | 57,180 | 68,980 |
| Baltimore & Ohio S. W. R. R. | 413,770 | 2,788,570 | 661,020 | 1,177,670 | 2,670 | 43,010 |
| Chicago & Alton R.R. (Main Line) | 342,170 | 989,920 | 98,170 | 47,360 | 2,180 | 3,240 |
| Cleve., Cin., Chicago & St. L. R. R. | 128,770 | 1,384,450 | ..... | 187,000 | ..... | ..... |
| Chicago & Eastern Illinois R. R. | 145,290 | 800,940 | 15,810 | 12,390 | 1,510 | ..... |
| Vandalia Railroad | 341,700 | 731,820 | 93,380 | 264,120 | 27,340 | 9,470 |
| Wabash R. R. (East) | 315,250 | 1,157,310 | 137,090 | 116,440 | 17,940 | 1,060 |
| Toledo, St. Louis & Western R. R. | 380,480 | 395,290 | 220,430 | 78,680 | 1,860 | ..... |
| Chicago, Peoria & St. Louis R.R. | 11,820 | 252,870 | 69,410 | 38,550 | ..... | ..... |
| Chicago, Burl. & Quincy R.R. (East) | ..... | ..... | ..... | ..... | ..... | ..... |
| O., B. & Q. R. R., (West. Div.) .. | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Traction System | 20 | ..... | ..... | ..... | ..... | ..... |
| Litchfield & Madison Ry | 400 | 1,200 | 1,100 | 4,900 | ..... | ..... |
| St. Louis, Troy & Eastern Ry .. | ..... | 3,000 | 10,860 | 3,200 | ..... | ..... |
| Upper Mississippi River | 1,120 | ..... | 2,010 | 18,480 | ..... | ..... |
| Lower " " | 4,385 | ..... | 580 | 25,650 | ..... | ..... |
| Illinois " " | 340 | ..... | 750 | 5,670 | ..... | ..... |
| Missouri " " ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tenn., Cumb. & Ohio Rivers .. | 3,090 | ..... | 270 | 2,400 | ..... | ..... |
| Total Shipments | 4,309,645 | 25,626,870 | 10,739,410 | 20,116,250 | 288,130 | 360,230 |

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1914.

| WEEK ENDING | Flour, bbls. | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Barley, bush. | Bran and Millfeed. | | Cotton. | | Hay, tons. Local |
|------------------|-----------------|-----------------|----------------|----------------|---------------|------------------|-----------------------|------|---------|---------|------------------------|
| | | | | | | | Bags. | Cars | Local | Thro. | |
| Jan. 3 | 17,860 | 138,000 | 133,200 | 202,300 | 3,300 | 16,000 | 6,770 | 10 | 916 | 3,221 | 1,155 |
| 10 | 73,420 | 455,415 | 472,800 | 759,200 | 6,700 | 60,120 | 18,000 | 31 | 2,908 | 19,583 | 4,070 |
| 17 | 132,730 | 910,215 | 850,800 | 1,376,300 | 19,900 | 110,640 | 36,670 | 46 | 4,649 | 36,993 | 7,330 |
| 24 | 209,160 | 1,415,592 | 1,515,600 | 1,983,200 | 24,300 | 173,040 | 46,680 | 57 | 7,433 | 53,067 | 12,050 |
| 31 | 277,170 | 1,964,730 | 2,056,800 | 2,705,700 | 25,400 | 225,840 | 59,860 | 62 | 9,697 | 66,097 | 17,580 |
| Feb. 7 | 343,310 | 2,489,310 | 2,325,900 | 3,164,700 | 27,600 | 283,440 | 86,990 | 66 | 11,373 | 77,784 | 20,685 |
| 14 | 404,230 | 2,817,610 | 2,740,800 | 3,530,200 | 27,600 | 323,440 | 95,170 | 68 | 12,464 | 91,840 | 22,830 |
| 21 | 463,790 | 3,157,210 | 3,350,400 | 4,023,200 | 27,600 | 385,840 | 103,530 | 70 | 14,618 | 106,745 | 26,435 |
| 28 | 527,050 | 3,429,630 | 3,756,000 | 4,363,200 | 27,600 | 438,640 | 103,530 | 75 | 17,357 | 121,186 | 30,135 |
| March 7 | 593,200 | 3,839,630 | 4,174,800 | 4,983,500 | 27,600 | 467,440 | 105,130 | 79 | 18,769 | 132,632 | 35,235 |
| 14 | 657,850 | 4,119,030 | 4,413,900 | 5,327,500 | 28,350 | 525,030 | 105,530 | 85 | 19,834 | 142,993 | 39,960 |
| 21 | 717,530 | 4,431,370 | 4,716,000 | 5,673,200 | 28,350 | 565,030 | 107,930 | 99 | 22,635 | 170,724 | 43,635 |
| 28 | 782,840 | 4,737,820 | 5,066,775 | 6,061,100 | 29,450 | 577,830 | 107,930 | 96 | 23,168 | 186,240 | 45,260 |
| April 4 | 836,420 | 5,156,976 | 5,819,175 | 6,984,400 | 34,950 | 616,230 | 109,530 | 99 | 25,006 | 194,329 | 49,305 |
| 11 | 897,070 | 5,593,716 | 6,040,005 | 7,326,100 | 36,050 | 622,630 | 109,530 | 103 | 25,210 | 197,056 | 51,795 |
| 18 | 958,350 | 5,794,014 | 6,296,805 | 7,712,000 | 37,150 | 648,230 | 113,130 | 105 | 26,143 | 199,431 | 56,080 |
| 25 | 1,017,470 | 6,024,472 | 6,402,405 | 8,014,600 | 38,250 | 685,030 | 114,330 | 110 | 26,623 | 202,084 | 60,045 |
| May 2 | 1,077,930 | 6,260,372 | 6,738,405 | 8,339,300 | 40,450 | 697,830 | 125,090 | 125 | 27,127 | 202,983 | 64,000 |
| 9 | 1,135,570 | 6,572,397 | 7,045,605 | 8,844,200 | 42,650 | 720,230 | 128,870 | 136 | 27,379 | 209,171 | 67,715 |
| 16 | 1,190,610 | 6,831,112 | 7,290,780 | 9,218,200 | 43,750 | 741,030 | 130,470 | 142 | 27,933 | 213,042 | 70,255 |
| 23 | 1,243,200 | 7,114,901 | 7,560,780 | 9,653,400 | 47,050 | 765,030 | 131,270 | 150 | 28,295 | 219,822 | 72,245 |
| 30 | 1,289,380 | 7,309,201 | 7,823,830 | 10,071,600 | 47,050 | 777,830 | 134,470 | 158 | 28,708 | 224,402 | 75,795 |
| June 6 | 1,349,170 | 7,494,001 | 8,028,230 | 10,549,300 | 47,050 | 798,630 | 136,870 | 163 | 31,642 | 229,441 | 79,005 |
| 13 | 1,400,540 | 7,647,136 | 8,190,030 | 10,960,700 | 47,050 | 827,430 | 140,500 | 175 | 33,346 | 231,654 | 80,805 |
| 20 | 1,455,750 | 7,886,554 | 8,423,430 | 11,535,300 | 53,950 | 854,630 | 156,480 | 178 | 34,632 | 234,495 | 85,245 |
| 27 | 1,504,750 | 8,180,490 | 8,675,430 | 11,928,000 | 59,950 | 869,030 | 168,390 | 182 | 36,391 | 238,696 | 91,055 |
| July 4 | 1,553,230 | 8,994,326 | 9,857,180 | 12,164,300 | 63,250 | 885,030 | 180,220 | 185 | 37,695 | 240,886 | 94,025 |
| 11 | 1,608,790 | 10,175,881 | 10,064,780 | 12,489,000 | 69,050 | 916,430 | 195,630 | 194 | 38,849 | 244,035 | 96,805 |
| 18 | 1,663,800 | 11,734,960 | 10,209,380 | 12,839,200 | 81,150 | 925,030 | 210,190 | 195 | 39,915 | 246,099 | 98,790 |
| 25 | 1,716,590 | 13,689,150 | 10,446,390 | 13,394,650 | 87,750 | 945,910 | 231,260 | 199 | 41,114 | 249,483 | 101,220 |
| Aug. 1 | 1,784,210 | 15,661,701 | 10,841,380 | 14,293,950 | 92,150 | 965,030 | 247,980 | 206 | 42,825 | 251,844 | 104,530 |
| 8 | 1,851,220 | 17,072,430 | 11,050,780 | 15,115,050 | 106,550 | 981,030 | 274,990 | 208 | 42,947 | 252,602 | 108,425 |
| 15 | 1,929,090 | 17,924,010 | 11,498,780 | 15,687,950 | 123,050 | 984,230 | 301,210 | 211 | 43,251 | 254,018 | 112,260 |
| 22 | 2,025,300 | 18,713,538 | 11,922,390 | 16,174,200 | 147,350 | 993,980 | 320,330 | 216 | 43,448 | 254,429 | 118,555 |
| Sept. 29 | 2,126,880 | 19,396,988 | 12,250,580 | 16,502,300 | 181,450 | 1,019,580 | 347,530 | 216 | 43,606 | 255,079 | 123,795 |
| 5 | 2,212,950 | 20,090,778 | 12,603,980 | 17,053,950 | 205,650 | 1,076,530 | 386,370 | 219 | 43,788 | 255,416 | 127,975 |
| 12 | 2,292,470 | 20,774,037 | 12,825,980 | 17,733,950 | 226,100 | 1,121,980 | 401,150 | 224 | 43,960 | 256,270 | 131,325 |
| 19 | 2,383,540 | 21,520,060 | 13,091,180 | 18,291,550 | 246,090 | 1,183,980 | 450,170 | 227 | 44,019 | 256,742 | 135,040 |
| 26 | 2,473,480 | 22,376,722 | 13,232,780 | 18,939,250 | 249,300 | 1,247,980 | 488,390 | 229 | 44,202 | 257,815 | 138,925 |
| Oct. 3 | 2,566,300 | 23,051,770 | 13,365,980 | 19,352,350 | 277,900 | 1,331,180 | 510,010 | 234 | 44,783 | 259,324 | 145,050 |
| 10 | 2,646,885 | 23,618,728 | 13,700,780 | 19,768,850 | 286,700 | 1,419,980 | 543,150 | 241 | 46,274 | 262,155 | 152,885 |
| 17 | 2,721,000 | 24,089,800 | 13,843,580 | 20,086,750 | 288,900 | 1,546,380 | 577,910 | 247 | 47,910 | 268,463 | 158,535 |
| 24 | 2,797,170 | 24,777,832 | 14,075,180 | 20,493,050 | 293,300 | 1,611,980 | 597,610 | 252 | 50,680 | 283,639 | 162,325 |
| 31 | 2,887,610 | 25,924,078 | 14,284,980 | 21,065,850 | 299,000 | 1,664,780 | 625,540 | 254 | 54,433 | 311,165 | 166,675 |
| Nov. 7 | 2,977,930 | 26,967,973 | 14,404,980 | 21,708,450 | 314,200 | 1,751,980 | 647,650 | 258 | 59,902 | 333,453 | 170,400 |
| 14 | 3,041,930 | 28,133,238 | 14,712,180 | 22,158,950 | 321,900 | 1,830,380 | 670,560 | 263 | 65,730 | 358,987 | 172,775 |
| 21 | 3,107,850 | 29,041,083 | 14,973,825 | 22,493,850 | 331,800 | 1,910,380 | 697,250 | 268 | 71,714 | 381,591 | 175,170 |
| 28 | 3,179,870 | 29,886,375 | 15,273,825 | 22,953,950 | 322,800 | 2,076,780 | 715,480 | 273 | 76,224 | 400,289 | 179,095 |
| Dec. 5 | 3,248,150 | 30,852,077 | 15,549,825 | 23,429,950 | 339,300 | 2,183,980 | 751,320 | 274 | 79,821 | 421,074 | 184,340 |
| 12 | 3,328,120 | 31,738,037 | 15,797,025 | 23,911,050 | 340,400 | 2,237,180 | 779,860 | 280 | 83,368 | 437,198 | 188,510 |
| 19 | 3,396,530 | 32,297,237 | 15,980,625 | 24,176,250 | 353,700 | 2,301,980 | 796,460 | 283 | 85,682 | 453,032 | 192,830 |
| 26 | 3,458,150 | 32,880,437 | 16,543,425 | 24,485,650 | 371,400 | 2,365,580 | 811,260 | 289 | 88,246 | 473,064 | 197,860 |
| 31 | 3,514,750 | 33,260,017 | 16,905,825 | 24,744,650 | 389,000 | 2,390,580 | 836,070 | 293 | 90,890 | 490,002 | 200,575 |
| By Wagon..... | | 300,000 | 200,000 | 200,000 | | | | | | | |
| Grand total..... | 3,514,750 | 33,569,047 | 17,105,825 | 24,944,650 | 389,000 | 2,390,580 | 826,070 | 293 | 90,890 | 490,002 | 200,575 |

**RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1914—Continued.**

| Hay, tons. Thro | Lead, pigs. | HOG PRODUCTS. | | Wool, lbs. | Cattle. head. | Sheep, head. | Hogs, head. | Horses and Mules. | Flax Seed, bush. | Zinc and Spelter, slabs. |
|-----------------------|----------------|----------------|---------------|---------------|------------------|-----------------|----------------|-------------------------|------------------------|-----------------------------------|
| | | Meats, lbs. | Lard, lbs. | | | | | | | |
| 345 | 13,830 | 434,700 | 134,300 | 900 | 4,817 | 7,590 | 34,990 | 1,976 | | 19,370 |
| 1,495 | 41,300 | 1,843,200 | 753,000 | 40,900 | 20,613 | 26,143 | 123,271 | 6,617 | | 72,010 |
| 2,370 | 76,680 | 3,406,400 | 1,202,500 | 67,590 | 37,695 | 40,002 | 201,473 | 12,746 | | 137,990 |
| 4,030 | 127,860 | 4,748,200 | 1,960,100 | 79,590 | 54,778 | 55,971 | 274,334 | 19,844 | | 194,850 |
| 6,380 | 163,190 | 6,284,600 | 2,442,750 | 106,490 | 70,956 | 66,799 | 335,119 | 27,233 | | 243,350 |
| 7,890 | 203,590 | 8,050,200 | 2,993,350 | 120,090 | 83,096 | 76,149 | 406,143 | 32,535 | | 303,170 |
| 9,260 | 273,650 | 9,947,800 | 3,337,650 | 150,290 | 96,240 | 90,053 | 482,515 | 38,078 | | 383,350 |
| 10,760 | 315,990 | 11,929,600 | 3,770,350 | 155,490 | 110,509 | 99,408 | 547,897 | 41,657 | | 460,160 |
| 11,820 | 351,460 | 13,953,200 | 3,918,250 | 157,690 | 120,788 | 110,302 | 604,925 | 44,974 | | 547,350 |
| 13,245 | 383,810 | 15,878,200 | 3,964,250 | 157,690 | 133,247 | 123,293 | 680,134 | 48,109 | | 650,490 |
| 14,795 | 476,530 | 17,275,700 | 4,166,150 | 182,590 | 143,294 | 132,871 | 737,955 | 51,026 | | 715,180 |
| 15,930 | 563,600 | 18,560,400 | 4,394,750 | 184,890 | 153,902 | 143,155 | 797,172 | 54,488 | | 778,420 |
| 16,650 | 621,690 | 20,210,400 | 4,541,250 | 189,690 | 165,940 | 151,588 | 852,047 | 57,631 | | 866,200 |
| 17,590 | 681,710 | 21,939,500 | 4,772,850 | 331,090 | 175,575 | 160,815 | 906,280 | 61,062 | | 929,040 |
| 18,440 | 750,610 | 23,356,500 | 5,099,050 | 413,590 | 184,724 | 168,738 | 944,786 | 63,738 | | 1,001,710 |
| 19,700 | 857,590 | 25,260,700 | 5,299,450 | 588,690 | 196,293 | 179,441 | 1,005,073 | 65,946 | | 1,080,230 |
| 20,380 | 992,550 | 26,941,100 | 5,609,450 | 1,018,290 | 208,200 | 192,397 | 1,051,765 | 68,818 | | 1,138,450 |
| 21,105 | 1,090,990 | 28,396,700 | 6,736,050 | 2,221,230 | 220,347 | 206,364 | 1,098,969 | 71,867 | | 1,187,220 |
| 21,890 | 1,168,050 | 29,465,100 | 6,777,150 | 2,847,110 | 231,147 | 215,169 | 1,144,087 | 74,144 | | 1,281,450 |
| 22,325 | 1,249,830 | 30,811,600 | 7,136,150 | 3,945,230 | 245,458 | 230,307 | 1,200,269 | 76,574 | | 1,352,300 |
| 23,100 | 1,328,810 | 32,084,900 | 7,371,050 | 5,088,560 | 260,579 | 254,179 | 1,257,873 | 78,993 | | 1,448,550 |
| 23,985 | 1,383,660 | 33,229,400 | 7,489,750 | 6,270,170 | 276,746 | 274,562 | 1,314,479 | 81,038 | | 1,508,180 |
| 23,940 | 1,477,340 | 35,151,400 | 7,890,850 | 7,894,270 | 297,472 | 305,588 | 1,375,040 | 82,922 | | 1,604,970 |
| 24,420 | 1,565,880 | 36,748,300 | 7,945,950 | 9,722,160 | 322,127 | 344,866 | 1,435,744 | 84,840 | | 1,701,580 |
| 25,230 | 1,620,140 | 38,412,320 | 8,285,150 | 11,013,860 | 334,295 | 373,254 | 1,482,040 | 85,931 | | 1,781,840 |
| 26,210 | 1,688,760 | 40,005,400 | 8,710,250 | 13,190,360 | 369,820 | 411,058 | 1,527,085 | 86,892 | | 1,878,940 |
| 27,075 | 1,735,350 | 41,228,700 | 8,998,750 | 14,062,130 | 383,533 | 435,562 | 1,563,331 | 87,795 | | 1,958,850 |
| 28,720 | 1,820,200 | 43,612,200 | 9,309,350 | 17,332,130 | 401,898 | 459,672 | 1,607,597 | 88,676 | | 2,050,630 |
| 30,180 | 1,903,210 | 45,904,130 | 9,363,850 | 18,542,330 | 426,861 | 490,180 | 1,639,953 | 89,241 | | 2,125,460 |
| 31,610 | 1,996,370 | 47,836,800 | 9,596,050 | 19,116,130 | 452,466 | 512,415 | 1,679,551 | 90,072 | | 2,187,430 |
| 33,475 | 2,069,380 | 49,352,200 | 9,899,950 | 19,384,930 | 476,858 | 525,011 | 1,711,285 | 91,228 | | 2,272,120 |
| 35,300 | 2,148,230 | 50,927,500 | 10,239,750 | 19,559,640 | 496,837 | 536,619 | 1,740,515 | 92,694 | | 2,322,470 |
| 37,725 | 2,195,150 | 52,706,800 | 10,279,850 | 19,634,940 | 520,439 | 552,448 | 1,793,432 | 93,578 | | 2,429,390 |
| 41,130 | 2,274,300 | 54,245,400 | 10,309,750 | 19,657,140 | 552,509 | 569,835 | 1,830,071 | 94,318 | 1,200 | 2,581,730 |
| 44,120 | 2,354,070 | 55,652,100 | 10,343,050 | 19,692,940 | 577,241 | 587,013 | 1,877,135 | 95,065 | 1,200 | 2,686,790 |
| 47,635 | 2,436,630 | 57,234,800 | 10,530,350 | 19,774,340 | 600,352 | 596,676 | 1,924,828 | 96,315 | 1,200 | 2,782,820 |
| 49,955 | 2,485,660 | 58,736,800 | 10,720,850 | 19,897,440 | 632,923 | 608,616 | 1,965,531 | 99,245 | 1,200 | 2,894,920 |
| 53,210 | 2,629,680 | 60,202,960 | 10,872,850 | 20,003,740 | 668,081 | 619,462 | 2,012,630 | 102,311 | 1,200 | 3,018,830 |
| 56,585 | 2,706,880 | 61,793,900 | 11,452,750 | 20,049,840 | 704,237 | 635,375 | 2,076,841 | 103,836 | 2,400 | 3,117,600 |
| 60,775 | 2,806,930 | 63,330,600 | 11,578,750 | 20,239,860 | 739,326 | 646,254 | 2,138,063 | 105,862 | 2,400 | 3,192,540 |
| 64,755 | 2,896,420 | 64,864,900 | 11,648,870 | 20,294,560 | 768,709 | 660,549 | 2,195,192 | 110,613 | 2,400 | 3,267,910 |
| 67,450 | 2,941,990 | 66,157,100 | 11,853,150 | 20,453,760 | 811,473 | 669,845 | 2,260,979 | 113,947 | 2,400 | 3,345,410 |
| 70,705 | 3,022,440 | 67,511,400 | 12,018,650 | 20,478,660 | 853,983 | 681,782 | 2,311,976 | 117,711 | 2,400 | 3,416,760 |
| 72,290 | 3,097,350 | 68,959,600 | 12,018,650 | 20,540,360 | 877,015 | 694,206 | 2,365,398 | 119,749 | 2,400 | 3,473,970 |
| 74,765 | 3,138,960 | 70,511,000 | 12,324,450 | 20,647,460 | 911,374 | 710,874 | 2,432,352 | 123,147 | 2,400 | 3,555,190 |
| 75,565 | 3,205,090 | 72,193,000 | 13,124,650 | 20,690,160 | 925,322 | 715,737 | 2,461,602 | 128,483 | 2,400 | 3,615,960 |
| 77,220 | 3,271,720 | 73,639,700 | 13,160,150 | 20,808,360 | 950,658 | 728,275 | 2,525,539 | 133,294 | 2,400 | 3,692,370 |
| 80,225 | 3,321,100 | 74,277,600 | 13,392,450 | 20,903,560 | 969,470 | 736,320 | 2,582,079 | 139,781 | 2,400 | 3,771,110 |
| 83,090 | 3,395,310 | 75,602,700 | 13,548,550 | 20,909,260 | 1,002,258 | 751,469 | 2,667,037 | 143,863 | 2,400 | 3,842,890 |
| 85,455 | 3,464,350 | 77,514,600 | 13,854,550 | 20,935,460 | 1,024,808 | 758,285 | 2,721,474 | 148,546 | 2,400 | 3,902,610 |
| 87,580 | 3,530,960 | 78,449,900 | 14,008,450 | 21,009,260 | 1,043,757 | 769,297 | 2,785,362 | 154,795 | 2,400 | 3,984,030 |
| 89,345 | 3,578,040 | 79,182,100 | 14,151,950 | 21,118,660 | 1,059,601 | 772,715 | 2,838,790 | 157,984 | 2,400 | 4,042,590 |
| 91,205 | 3,611,510 | 79,894,700 | 14,182,350 | 21,147,960 | 1,073,386 | 777,776 | 2,871,558 | 162,360 | 2,400 | 4,103,985 |
| 91,205 | 3,611,510 | 79,894,700 | 14,182,350 | 21,147,960 | 1,073,386 | 777,776 | 2,871,558 | 162,360 | 2,400 | 4,103,985 |

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1914.

| WEEK ENDING | Flour, bbls. | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Barley, bush. | Bran. | | Corn Meal, bbls. | Cotton, bales. | Hay, tons. | |
|----------------|-----------------|-----------------|----------------|----------------|---------------|------------------|---------|-----------|------------------------|-------------------|---------------|---------|
| | | | | | | | Sacks. | Cars | | | | |
| Jan. | 3 | 24,230 | 166,540 | 59,840 | 93,210 | 2,420 | 850 | 20,530 | 16 | 900 | 4,192 | 1,030 |
| | 10 | 90,900 | 532,000 | 272,980 | 557,270 | 4,660 | 3,280 | 93,990 | 76 | 1,250 | 18,072 | 3,840 |
| | 17 | 167,690 | 951,210 | 526,010 | 1,151,160 | 5,360 | 21,890 | 176,490 | 107 | 2,300 | 37,556 | 6,250 |
| | 24 | 241,970 | 1,487,280 | 794,940 | 1,573,000 | 6,430 | 26,890 | 250,740 | 111 | 2,930 | 49,253 | 9,390 |
| | 31 | 325,050 | 2,039,730 | 1,152,220 | 2,209,830 | 10,880 | 27,720 | 329,200 | 149 | 3,420 | 62,171 | 14,080 |
| Feb. | 7 | 409,440 | 2,554,250 | 1,423,020 | 2,763,610 | 14,880 | 42,580 | 408,670 | 157 | 5,170 | 72,642 | 18,310 |
| | 14 | 484,730 | 2,987,320 | 1,586,990 | 3,139,830 | 15,950 | 44,250 | 474,760 | 173 | 6,000 | 83,014 | 21,730 |
| | 21 | 563,290 | 3,273,630 | 1,725,560 | 3,378,520 | 17,020 | 48,380 | 489,370 | 175 | 7,110 | 93,495 | 24,155 |
| | 28 | 637,050 | 3,633,680 | 2,014,660 | 3,711,870 | 24,590 | 49,900 | 499,830 | 175 | 8,010 | 104,238 | 27,500 |
| March | 7 | 726,840 | 4,117,920 | 2,364,560 | 4,162,010 | 25,770 | 59,560 | 514,650 | 175 | 9,810 | 117,058 | 30,790 |
| | 14 | 815,400 | 4,581,130 | 2,609,800 | 4,655,660 | 25,770 | 64,510 | 532,260 | 178 | 10,130 | 129,489 | 34,585 |
| | 21 | 897,670 | 4,925,620 | 2,785,550 | 5,186,990 | 25,770 | 78,600 | 531,540 | 190 | 10,470 | 142,415 | 38,480 |
| | 28 | 974,070 | 5,343,850 | 2,944,620 | 5,737,090 | 27,460 | 80,240 | 542,010 | 190 | 11,385 | 152,403 | 42,020 |
| April | 4 | 1,049,700 | 5,704,790 | 3,247,750 | 6,151,480 | 27,460 | 86,490 | 553,300 | 195 | 11,745 | 162,843 | 44,780 |
| | 11 | 1,115,110 | 6,023,850 | 3,466,760 | 6,540,410 | 30,420 | 91,380 | 565,910 | 195 | 12,065 | 172,054 | 46,640 |
| | 18 | 1,204,830 | 6,389,330 | 3,684,560 | 6,980,310 | 32,610 | 92,730 | 574,160 | 198 | 13,175 | 180,410 | 49,320 |
| | 25 | 1,273,050 | 6,690,620 | 3,890,500 | 7,383,190 | 33,810 | 99,730 | 584,540 | 199 | 13,545 | 188,412 | 51,875 |
| May | 2 | 1,351,580 | 7,002,500 | 4,048,110 | 7,752,670 | 36,950 | 104,410 | 595,500 | 201 | 13,545 | 195,953 | 54,540 |
| | 9 | 1,421,260 | 7,302,870 | 4,274,120 | 8,080,880 | 40,900 | 107,770 | 605,300 | 203 | 13,565 | 203,425 | 56,945 |
| | 16 | 1,493,240 | 7,572,250 | 4,470,020 | 8,535,840 | 44,420 | 114,910 | 617,050 | 204 | 14,105 | 208,243 | 59,145 |
| | 23 | 1,566,140 | 7,927,090 | 4,703,430 | 8,921,040 | 45,740 | 123,030 | 632,080 | 204 | 15,195 | 216,972 | 60,675 |
| | 30 | 1,614,790 | 8,138,460 | 4,908,570 | 9,240,220 | 47,000 | 157,590 | 643,200 | 206 | 16,275 | 224,277 | 62,030 |
| June | 6 | 1,690,140 | 8,327,550 | 5,302,290 | 9,674,440 | 47,740 | 169,400 | 668,520 | 213 | 17,025 | 233,112 | 64,080 |
| | 13 | 1,758,470 | 8,459,620 | 5,597,900 | 10,031,540 | 48,690 | 184,700 | 684,290 | 215 | 17,025 | 241,027 | 65,910 |
| | 20 | 1,826,140 | 8,596,590 | 5,859,930 | 10,302,970 | 50,970 | 209,790 | 708,180 | 215 | 18,115 | 247,097 | 67,325 |
| | 27 | 1,888,630 | 8,718,160 | 6,032,610 | 10,675,980 | 53,560 | 219,780 | 723,210 | 215 | 19,065 | 253,129 | 70,080 |
| July | 4 | 1,940,760 | 8,911,730 | 6,225,300 | 10,871,160 | 56,150 | 221,680 | 731,720 | 218 | 19,725 | 257,188 | 71,865 |
| | 11 | 2,006,150 | 9,556,610 | 6,468,430 | 11,059,350 | 58,550 | 227,820 | 747,270 | 218 | 19,965 | 260,864 | 74,970 |
| | 18 | 2,067,500 | 10,280,970 | 6,707,300 | 11,296,780 | 74,470 | 231,570 | 763,290 | 219 | 20,695 | 263,563 | 78,450 |
| | 25 | 2,142,870 | 10,996,160 | 6,877,310 | 11,581,430 | 83,670 | 234,070 | 783,380 | 224 | 21,855 | 265,409 | 81,325 |
| Aug. | 2 | 2,216,100 | 11,920,760 | 7,112,780 | 12,158,230 | 87,240 | 242,150 | 809,520 | 226 | 22,535 | 267,086 | 84,365 |
| | 9 | 2,300,180 | 12,921,140 | 7,428,490 | 12,943,930 | 93,800 | 242,980 | 837,650 | 226 | 23,245 | 268,458 | 87,705 |
| | 16 | 2,389,250 | 13,442,790 | 7,628,470 | 13,501,270 | 101,720 | 246,320 | 860,960 | 230 | 23,485 | 270,608 | 91,110 |
| | 23 | 2,485,180 | 14,119,180 | 7,864,350 | 13,938,960 | 114,650 | 248,410 | 892,330 | 231 | 23,635 | 271,539 | 95,385 |
| | 30 | 2,584,815 | 14,817,190 | 8,039,740 | 14,292,690 | 138,850 | 253,210 | 923,985 | 234 | 25,115 | 272,408 | 100,335 |
| Sept. | 5 | 2,689,995 | 15,358,910 | 8,191,520 | 14,619,580 | 152,760 | 254,250 | 962,375 | 234 | 25,665 | 273,094 | 106,215 |
| | 12 | 2,792,065 | 15,755,310 | 8,331,270 | 14,974,290 | 159,390 | 256,360 | 989,055 | 235 | 25,775 | 274,524 | 110,755 |
| | 19 | 2,886,455 | 16,267,210 | 8,476,220 | 15,304,330 | 168,350 | 260,110 | 1,024,335 | 236 | 26,125 | 275,380 | 115,320 |
| | 26 | 2,986,955 | 16,749,280 | 8,592,130 | 15,673,020 | 183,300 | 263,380 | 1,063,455 | 236 | 26,625 | 276,826 | 120,410 |
| Oct. | 3 | 3,096,855 | 17,258,140 | 8,667,190 | 16,057,960 | 183,700 | 267,860 | 1,108,875 | 237 | 27,455 | 279,218 | 125,180 |
| | 10 | 3,201,595 | 17,767,850 | 8,799,540 | 16,343,950 | 190,350 | 265,020 | 1,155,305 | 237 | 27,825 | 282,185 | 131,500 |
| | 17 | 3,295,605 | 18,260,540 | 8,987,240 | 16,679,960 | 193,750 | 312,570 | 1,193,685 | 238 | 28,025 | 287,075 | 137,130 |
| | 24 | 3,391,495 | 18,544,290 | 9,108,740 | 16,998,690 | 198,490 | 326,990 | 1,233,005 | 238 | 28,035 | 299,037 | 141,570 |
| | 31 | 3,479,975 | 19,020,470 | 9,255,720 | 17,254,710 | 202,510 | 330,990 | 1,279,295 | 240 | 28,615 | 315,468 | 145,255 |
| Nov. | 7 | 3,574,125 | 19,616,210 | 9,344,910 | 17,657,780 | 207,960 | 331,990 | 1,313,095 | 240 | 29,685 | 330,838 | 148,805 |
| | 14 | 3,676,125 | 20,474,570 | 9,414,640 | 18,108,990 | 217,460 | 337,560 | 1,347,775 | 240 | 30,285 | 350,777 | 151,065 |
| | 21 | 3,756,765 | 21,296,690 | 9,587,540 | 18,457,040 | 226,310 | 345,980 | 1,376,235 | 241 | 30,405 | 371,409 | 153,565 |
| | 28 | 3,829,115 | 22,028,400 | 9,758,140 | 18,705,690 | 238,440 | 348,540 | 1,400,725 | 241 | 30,405 | 388,857 | 156,895 |
| Dec. | 5 | 3,839,805 | 23,016,130 | 10,002,800 | 19,052,090 | 257,070 | 355,610 | 1,427,035 | 248 | 31,075 | 413,061 | 162,250 |
| | 12 | 4,044,565 | 23,921,700 | 10,237,700 | 19,422,950 | 270,890 | 357,650 | 1,447,225 | 251 | 31,475 | 431,721 | 166,575 |
| | 19 | 4,145,405 | 24,506,660 | 10,410,580 | 19,719,910 | 278,920 | 358,650 | 1,466,705 | 254 | 31,955 | 449,333 | 170,725 |
| | 26 | 4,234,245 | 25,014,990 | 10,560,880 | 19,945,490 | 284,240 | 358,650 | 1,480,205 | 259 | 31,995 | 461,655 | 173,555 |
| | 31 | 4,309,645 | 25,626,870 | 10,739,410 | 20,116,250 | 288,130 | 360,230 | 1,489,545 | 259 | 32,045 | 481,756 | 177,030 |
| Total | | 4,309,645 | 25,626,870 | 10,739,410 | 20,116,250 | 288,130 | 360,230 | 1,489,545 | 259 | 32,045 | 481,756 | 177,030 |

**SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH
WEEK FOR THE YEAR 1914—Continued.**

| Lead, pigs. | HOG PRODUCTS. | | | Wool, lbs. | Cattle, head. | Sheep, head. | Hogs, head. | Horses and Mules, head. | Zinc and Spelter, slabs. |
|----------------|---------------|----------------|---------------|---------------|------------------|-----------------|----------------|----------------------------------|-----------------------------------|
| | Hams, lbs. | Meats, lbs. | Lard, lbs. | | | | | | |
| 14,420 | 24,800 | 912,700 | 213,300 | 275,800 | 2,577 | 200 | 19,807 | 2,730 | 20,030 |
| 52,510 | 156,900 | 6,310,900 | 2,222,000 | 1,194,100 | 6,675 | 448 | 64,745 | 7,225 | 83,510 |
| 96,890 | 273,500 | 11,914,900 | 4,145,700 | 2,114,100 | 10,840 | 986 | 100,808 | 13,419 | 141,750 |
| 138,020 | 419,200 | 18,111,300 | 5,886,000 | 3,074,900 | 15,054 | 1,304 | 126,862 | 19,570 | 198,380 |
| 174,730 | 643,000 | 23,590,100 | 7,151,900 | 4,197,700 | 19,904 | 3,052 | 149,284 | 26,217 | 260,390 |
| 212,640 | 977,600 | 29,067,500 | 8,856,400 | 5,254,000 | 24,332 | 3,052 | 176,534 | 30,592 | 325,420 |
| 254,640 | 1,102,900 | 33,978,900 | 10,714,400 | 5,590,600 | 28,130 | 3,313 | 211,604 | 34,927 | 391,000 |
| 289,800 | 1,218,000 | 40,473,100 | 12,188,900 | 5,740,100 | 31,609 | 3,695 | 248,441 | 37,938 | 449,560 |
| 333,570 | 1,354,800 | 46,252,500 | 13,521,200 | 5,972,200 | 34,513 | 4,290 | 283,615 | 40,888 | 516,940 |
| 373,830 | 1,494,400 | 51,488,200 | 15,052,600 | 6,289,900 | 38,079 | 4,816 | 314,547 | 44,084 | 589,150 |
| 431,080 | 1,690,900 | 56,364,800 | 16,302,100 | 6,810,400 | 41,099 | 5,265 | 337,060 | 47,593 | 652,850 |
| 475,570 | 1,925,700 | 61,400,900 | 18,084,800 | 7,051,200 | 44,173 | 5,577 | 362,081 | 50,871 | 730,090 |
| 509,080 | 2,292,100 | 66,337,150 | 19,258,050 | 7,693,000 | 47,250 | 6,339 | 384,021 | 53,792 | 811,760 |
| 547,870 | 2,799,000 | 71,134,150 | 20,798,650 | 8,351,500 | 50,805 | 7,199 | 407,053 | 57,332 | 889,400 |
| 590,730 | 3,195,100 | 75,380,650 | 21,769,030 | 8,454,300 | 53,094 | 7,472 | 423,132 | 59,379 | 957,310 |
| 663,960 | 3,709,200 | 80,745,750 | 23,797,350 | 8,712,700 | 56,350 | 7,698 | 444,980 | 62,518 | 1,041,240 |
| 704,200 | 4,193,800 | 85,726,050 | 25,364,050 | 9,250,700 | 59,985 | 7,748 | 464,408 | 65,585 | 1,115,280 |
| 755,260 | 4,626,400 | 90,618,550 | 27,193,350 | 10,384,400 | 63,443 | 8,480 | 484,539 | 67,535 | 1,187,080 |
| 803,400 | 5,079,500 | 95,047,650 | 28,608,250 | 11,245,500 | 66,585 | 9,204 | 500,086 | 69,911 | 1,258,930 |
| 852,190 | 5,392,200 | 99,671,550 | 30,502,350 | 12,436,000 | 70,730 | 10,030 | 517,147 | 72,098 | 1,324,610 |
| 899,080 | 5,755,500 | 104,559,750 | 31,559,050 | 13,450,600 | 75,038 | 11,408 | 537,010 | 73,035 | 1,402,170 |
| 919,600 | 6,042,300 | 109,361,950 | 32,759,650 | 14,219,000 | 80,858 | 12,074 | 551,865 | 75,840 | 1,458,690 |
| 967,730 | 6,405,300 | 114,643,080 | 34,398,550 | 15,390,300 | 88,428 | 12,433 | 569,872 | 77,341 | 1,563,490 |
| 1,036,420 | 6,915,800 | 120,235,550 | 36,255,650 | 16,234,400 | 97,415 | 16,459 | 581,690 | 79,442 | 1,637,480 |
| 1,067,770 | 7,352,100 | 125,688,650 | 38,305,450 | 16,983,200 | 101,762 | 17,198 | 590,086 | 80,886 | 1,704,260 |
| 1,115,870 | 7,823,800 | 130,757,150 | 40,298,450 | 17,733,300 | 112,541 | 21,906 | 605,919 | 82,194 | 1,792,360 |
| 1,143,560 | 8,090,800 | 135,464,750 | 41,714,050 | 18,600,000 | 120,591 | 23,005 | 601,284 | 83,046 | 1,859,560 |
| 1,187,010 | 8,479,000 | 142,124,350 | 43,164,850 | 20,007,000 | 128,683 | 24,507 | 612,114 | 84,235 | 1,926,510 |
| 1,232,180 | 8,788,300 | 147,718,450 | 44,120,450 | 20,771,100 | 136,548 | 24,994 | 624,337 | 84,747 | 1,990,700 |
| 1,278,750 | 9,140,200 | 153,458,650 | 45,821,150 | 21,880,900 | 145,776 | 26,651 | 635,221 | 85,516 | 2,066,560 |
| 1,322,980 | 9,651,700 | 158,896,150 | 47,244,850 | 22,671,000 | 155,842 | 27,905 | 646,789 | 86,566 | 2,139,270 |
| 1,367,200 | 10,102,600 | 164,852,950 | 49,225,350 | 23,195,400 | 163,490 | 28,378 | 661,722 | 87,458 | 2,214,490 |
| 1,412,200 | 10,474,900 | 170,704,850 | 50,887,850 | 23,818,500 | 170,946 | 30,012 | 678,530 | 88,409 | 2,308,330 |
| 1,456,350 | 10,779,400 | 175,905,050 | 53,236,850 | 24,571,300 | 180,021 | 31,647 | 689,062 | 88,953 | 2,423,620 |
| 1,495,420 | 11,131,300 | 180,790,050 | 54,313,750 | 25,066,000 | 189,058 | 33,904 | 699,829 | 90,023 | 2,543,680 |
| 1,553,270 | 11,526,100 | 185,038,850 | 56,090,750 | 25,847,600 | 197,630 | 36,406 | 710,690 | 90,924 | 2,680,330 |
| 1,601,890 | 11,786,000 | 199,602,650 | 57,034,650 | 26,601,100 | 207,023 | 37,418 | 725,964 | 92,814 | 2,794,050 |
| 1,643,050 | 11,993,100 | 193,113,750 | 58,585,450 | 26,908,300 | 219,342 | 38,096 | 751,852 | 95,074 | 2,907,930 |
| 1,687,150 | 12,285,300 | 201,615,950 | 59,593,750 | 27,153,300 | 230,879 | 39,698 | 777,724 | 96,708 | 2,987,420 |
| 1,736,790 | 12,529,000 | 206,646,150 | 60,330,650 | 27,502,100 | 243,598 | 41,017 | 807,278 | 98,235 | 3,061,960 |
| 1,784,840 | 12,835,500 | 211,490,450 | 61,297,050 | 27,778,600 | 253,935 | 42,837 | 836,124 | 100,499 | 3,137,310 |
| 1,833,770 | 13,176,700 | 216,770,650 | 62,465,950 | 28,516,600 | 267,107 | 43,825 | 863,976 | 102,792 | 3,218,800 |
| 1,875,370 | 13,490,100 | 221,917,650 | 63,301,650 | 29,238,400 | 284,387 | 45,126 | 883,889 | 104,855 | 3,319,010 |
| 1,911,010 | 13,790,400 | 227,126,950 | 64,301,150 | 29,773,100 | 292,456 | 45,643 | 900,317 | 107,507 | 3,382,720 |
| 1,961,640 | 14,071,300 | 232,062,350 | 65,003,950 | 30,360,300 | 296,282 | 45,767 | 914,559 | 110,200 | 3,474,530 |
| 2,012,330 | 14,296,200 | 237,279,450 | 66,263,150 | 30,558,100 | 296,086 | 45,767 | 914,619 | 113,786 | 3,556,870 |
| 2,038,420 | 14,585,200 | 243,812,550 | 67,342,650 | 30,914,900 | 299,885 | 45,889 | 916,225 | 117,087 | 3,628,870 |
| 2,074,440 | 14,738,200 | 249,567,450 | 68,396,450 | 31,419,200 | 303,448 | 46,446 | 926,656 | 123,540 | 3,696,760 |
| 2,116,570 | 15,070,500 | 254,698,250 | 69,308,650 | 31,550,300 | 306,453 | 46,724 | 943,644 | 126,664 | 3,766,000 |
| 2,156,260 | 15,285,000 | 259,380,750 | 70,308,750 | 31,691,800 | 308,652 | 46,724 | 969,089 | 131,363 | 3,832,930 |
| 2,201,210 | 15,490,800 | 263,299,150 | 71,383,250 | 32,073,200 | 313,306 | 46,724 | 990,086 | 136,882 | 3,904,400 |
| 2,218,110 | 15,841,800 | 266,604,250 | 72,315,850 | 32,429,600 | 315,559 | 46,724 | 1,005,247 | 140,395 | 3,960,510 |
| 2,231,800 | 16,048,800 | 268,542,550 | 73,212,950 | 32,743,300 | 317,745 | 46,724 | 1,016,172 | 147,205 | 4,025,150 |
| 2,231,800 | 16,048,800 | 268,542,550 | 73,212,950 | 32,743,300 | 317,745 | 46,724 | 1,016,172 | 147,205 | 4,025,150 |

PUBLIC ELEVATORS.

| DESIGNATION. | Capacity for Bulk Grain. |
|---|--------------------------------|
| Central B—The Illinois Grain Elev. Co..... | 600,000 bush. |
| Exchange..... | 125,000 " |
| Belt } O. H. Albers Commission Co. { | 250,000 " |
| Venice } | 250,000 " |
| Mississippi Valley—St. Louis Elevator & Grain Co..... | 1,600,000 " |
| Burlington—Burlington Grain & Elevator Co..... | 1,400,000 " |
| Rogers—Langenberg Bros. & Co..... | 600,000 " |
| Security—Security W. H. & Elev. Co..... | 50,000 " |
| Western—Elmore-Schultz Grain Co..... | 45,000 " |
| Total, Jan. 1st, 1915..... | 4,720,000 bush. |
| " " " 1914..... | 4,975,000 " |
| " " " 1913..... | 5,525,000 " |
| " " " 1912..... | 5,525,000 " |
| " " " 1911..... | 5,525,000 " |
| " " " 1910..... | 5,900,000 " |
| " " " 1909..... | 6,400,000 " |
| " " " 1908..... | 6,900,000 " |
| " " " 1907..... | 6,900,000 " |
| " " " 1906..... | 8,500,000 " |
| " " " 1905..... | 8,500,000 " |
| " " " 1904..... | 6,500,000 " |

PRIVATE ELEVATORS.

| OPERATOR. | Name. | Capacity. Bush. | LOCATED. |
|---------------------------------------|------------------------|--------------------|------------------------------|
| Hezel Milling Co..... | Hezel..... | 60,000 | East St. Louis Ill. |
| St. Louis Victoria F. M. Co..... | Victoria..... | 260,000 | Main and Mound sts. |
| Powell & O'Rourke..... | Brooklyn st..... | 20,000 | Brooklyn and Main sts. |
| Geo. P. Plant Milling Co..... | Plant's..... | 250,000 | Main st. & Chouteau ave. |
| Kehler Flour Mills Co..... | Kehler..... | 150,000 | East St. Louis, Ill. |
| Fred. N. Young..... | Mound City..... | 50,000 | Branch and First sts. |
| Purina Mill Co..... | Purina..... | 200,000 | Eighth & Gratiot sts. |
| Annan, Hurg & Co..... | Buss..... | 80,000 | 7562 N. Broadway. |
| H. W. Beck..... | Beck..... | 40,000 | Twentieth and Pine sts. |
| H. W. Beck & Sons Seed & Feed Co..... | Beck..... | 40,000 | 5701 Manchester ave. |
| C. H. Albers Com. Co., Operator..... | Terminal..... | 100,000 | Denverside, Ill. |
| K. & E. Neumond..... | Goeke..... | 90,000 | Levee and Sidney st. |
| Clark Bros..... | Clark..... | 90,000 | East St. Louis, Ill. |
| Langenberg Bros. & Co..... | Export..... | 45,000 | East St. Louis, Ill. |
| J. F. Quinnivan & Bro..... | Quinnivan..... | 20,000 | Theresa ave. and Papin st. |
| The Corno Mills Co..... | Corno..... | 10,000 | East St. Louis, Ill. |
| The Valley Milling Co..... | Valley..... | 10,000 | 422 DeSoto ave. |
| Schultz & Niemeler..... | Granite City, Ill..... | 50,000 | Granite City, Ill. |
| Wm. J. Lemp Brewing Co..... | Lemp..... | 750,000 | Cherokee and 15th sts. |
| Corn Products Refining Co..... | Granite City, Ill..... | 250,000 | Grant e City, Ill. |
| Anheuser-Busch Brewing Ass'n..... | A.-B. B. A..... | 1,050,000 | South 9th and 11th sts. |
| Eureka Mills Co..... | Eureka..... | 200,000 | Theresa ave. & Mo. Pac. trk. |
| Alex. Harsh & Co..... | Acme..... | 125,000 | East St. Louis, Ill. |
| D. I. Bushnell & Co..... | Bushnell..... | 20,000 | 715 South Main. |
| Allneeda Milling Co..... | Allneeda..... | 10,000 | East St. Louis, Ill. |
| Mo. Roller Mills Co..... | Empire..... | 20,000 | East St. Louis, Ill. |
| E. W. Hilker..... | Hilker..... | 10,000 | Granite City, Ill. |
| Natl. W. H. & S. Co..... | National..... | 12,000 | East St. Louis, Ill. |
| John C. Roever..... | Roever..... | 12,000 | 5601 Natural Bridge road. |
| Saxony Milling Co..... | Saxony..... | 100,000 | Third and Lombard sts. |
| Valier & Spies Milling Co..... | Valier..... | 200,000 | Terminal, West Belt Ry. |
| Golden Grain Milling Co..... | Security Whrs..... | 50,000 | East St. Louis, Ill. |
| Purina Mills Co..... | Alfocorn..... | 5,000 | East St. Louis, Ill. |
| Alfocorn Milling Co..... | Eureka..... | 12,000 | East St. Louis, Ill. |
| Eureka Mills Co..... | Commonwealth..... | 10,000 | 711 S. Theresa ave. |
| Commonwealth Feed Mills..... | Republic..... | 5,000 | Second and DeSoto ave. |
| Republic Mills..... | Republic..... | 10,000 | East St. Louis, Ill. |
| T. B. Chamberlain Co..... | Republic..... | 20,000 | 318 North Commercial. |
| C. E. Prunty..... | Republic..... | 50,000 | 9 South Levee. |
| Thelus Bros. Feed Co..... | Republic..... | 5,000 | East St. Louis, Ill. |
| Total capacity..... | | 5,101,000 | |

**RATES OF STORAGE AND RULES GOVERNING HANDLING OF
GRAIN ADOPTED BY ST. LOUIS PUBLIC ELEVATORS
TO APPLY DURING 1915.**

Storage on Wheat, Corn, Oats, Rye and Barley, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each subsequent day or part thereof.

Special bin, $\frac{1}{2}$ cent per bushel additional.

All grain must be inspected and graded in accordance with the rules of the Missouri or Illinois State Inspection Departments.

Elevator reserve the right to refuse any grain which in its opinion is unmerchantable or in an unfit condition for storage, transfer or handling.

Transfer charges, for the first five days or fraction thereof, $\frac{3}{8}$ to $\frac{1}{2}$ cent per bushel; for each succeeding five days or fraction thereof, $\frac{1}{8}$ cent per bushel.

When grain in sacks is unloaded from cars or boats a charge of $\frac{1}{2}$ cent per bushel will be made for dumping.

Drying, from 1 to 3 cents per bushel according to condition of grain.

For running grain a charge of $\frac{1}{8}$ cent per bushel will be made for each running,

**FEEES FOR INSPECTING AND WEIGHING GRAIN, AND FOR
MOISTURE TESTS, ADOPTED BY THE MISSOURI STATE
INSPECTION DEPARTMENT. IN FORCE
JANUARY 1, 1915.**

| | |
|---|------------------------------|
| Inspection of Grain. In and Out..... | .50 cents per car. |
| Inspection from Boat, Barge or Wagons | .50 cents per 1,000 bushels. |
| Inspection of Grain in Sacks..... | One-half cent per sack. |
| Moisture test per car..... | .25 cents. |

WEIGHING DEPARTMENT.

| | |
|---------------------------------|--------------------|
| Weighing In (Grain) | .40 cents per car. |
| Weighing Out (Grain) | .25 cents per car. |
| Weighing Sacks at Elevator..... | no charge. |
| Weighing, "Transfer" Cars..... | .50 cents. |

**FEEES ADOPTED BY ILLINOIS STATE INSPECTION
DEPARTMENT. IN FORCE JANUARY 1, 1915.**

| | |
|--|---------------------------|
| Inspection of Grain. In and Out..... | .50 cents per car load. |
| Inspection of Grain, from Wagon. In and Out..... | .10 cents per wagon load. |
| Inspection of Grain, from Boats. In and Out..... | One-half cent per bag. |

FLOUR REVIEW

By WM. C. ELLIS.

Measured by the quantity of flour handled by St. Louis millers and dealers, the year 1914 was almost unprecedented in the trade, although the factor that tended most to increased activity, that is, foreign demand due to the European war, was not felt until after the month of August.

Unfavorable financial conditions, particularly in the cotton producing regions of the United States, counterbalanced somewhat the stimulus of export demand, but the net result was, for 1914 compared with 1913, an increase of 542,318 barrels in the quantity of flour manufactured by city mills, and of 752,665 barrels in the aggregate handled by millers and dealers combined.

City mills made 1,579,079 barrels in 1914 against 1,036,761 barrels in 1913.

Outside mills owned here made 2,138,201 barrels in 1914 against 2,176,229 barrels in 1913.

Receipts, chiefly by dealers and commission houses, were 3,514,750 barrels in 1914 against 3,266,375 in 1913.

Foreign shipments of flour during 1914 amounted to 906,881 against 726,842 for 1913, a gain of 180,039 barrels. This is less than the increase in quantity manufactured, which apparently indicates that domestic trade absorbed the bulk of the increased product. It is probable, however, that the export trade accounted for more than all the surplus manufactured. A large proportion of the foreign sales were made "F. O. B. Steamer" at Gulf or Atlantic Seaboard. Or negotiations were made with foreign government agents at New York, New Orleans or other ports for delivery at seaboard, and the reports of the resulting shipments would be likely to name the American port as the destination; so that they appear in domestic shipments instead of the foreign.

The early effect of the war upon trade was confusion that for the time being seemed hopelessly inextricable. One line of European steamers after another announced suspension of sailings; some lines cancelled all pending freight contracts, and the railroads also refused to issue through bills of lading for Europe. Cable communication with all transatlantic countries was censored, limited to plain language only (no cipher words), and indefinitely delayed; with Germany it was soon cut off entirely. Millers' drafts against shipments enroute were in some cases dishonored entirely, or if they were paid the proceeds were held up in European

banks under a "moratorium" declared by the government or for lack of communication. Insurance against war risk which was at first hardly obtainable at any rate of premium whatever was finally assumed by the governments of the buyer's country. On new business, millers insisted upon deposits of funds in New York, to be paid against bills of lading evidencing shipment of the flour to seaboard. Foreign buyers gradually acceded to these terms and by September 15th trade on this new basis was once more moving actively, but by no means without unusual risks and anxieties. It is too early to foresee whether these war-time terms of "cash in New York" will remain a permanent reimbursement feature of the export trade, but it seems probable that even after the war payment for export shipments will continue to be made in that way at least whenever the state of the foreign exchange market may thereby effect a saving in the delivered cost of the goods.

The effect of the war upon values is shown very clearly in this "Annual Statement" in the table of "Weekly Prices." Between the end of July and December 31st, there was an advance of \$1.80 per barrel for soft wheat Patents and nearly \$2.00 for hard wheat Patents. In the closing days of the year the negotiations pending for export sales promise an enormous business for the remainder of the crop year. If this country had not harvested a record wheat crop in the summer of 1914, the enormous purchases of our wheat and flour induced by the European war might well have seemed a calamity rather than a benefit.

Throughout the year there have been alternating periods of activity and quiet in the trade, but so far as known the general result has been profitable, especially with those millers whose brands are well known in foreign markets.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

| MILLERS. | Name of Mill. | Capacity in Bbls. for 24 hours. | Barrels Manuf. 1914. | Barrels Manuf. 1913. | Barrels Manuf. 1912. |
|--------------------------------|-----------------------|---------------------------------------|----------------------------|----------------------------|----------------------------|
| Geo. P. Plant Milling Co..... | Plant's Roller, A & B | 2,200 | 418,700 | 845,521 | 870,261 |
| Kehlor Flour Mills Co..... | Kehlor Mills... | 8,000 | 809,000 | 801,522 | 466,686 |
| Hezel Milling Co..... | Hezel Mills..... | 500 | 111,411 | 112,806 | 109,575 |
| Saxony Mill Co..... | Saxony..... | 1,100 | 91,352 | 77,412 | 84,368 |
| Valter & Spies Milling Co..... | Valter & Spies.. | 1,000 | 148,716 | ..... | ..... |
| Total..... | ..... | 6,800 | 1,579,079 | 1,036,761 | 1,080,704 |

FLOUR MANUFACTURED IN 1914 BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED, OR THE PRODUCT CONTROLLED BY MEMBERS
OF THE MERCHANTS' EXCHANGE.

| OWNER. | Name. | Location. | Capacity in bbls. per 24 hours. | Manufactured 1914. |
|--|------------------|---------------------|---------------------------------------|--------------------|
| Stanard-Tilton Milling Co.. | Alton City..... | Alton, Ill..... | 2,500 | 577,836 |
| Stanard-Tilton Milling Co.. | Empire..... | Dallas, Tex..... | 1,250 | 262,123 |
| Jno. F. Meyer & Sons..... | Model..... | Springfield, Mo.. | 800 | 48,602 |
| John F. Meyer & Sons..... | Albatross..... | Springfield, Mo.. | 600 | 83,101 |
| John F. Meyer & Sons..... | Camp Spring... | Nashville, Ill... | 700 | 44,968 |
| Bernet, Craft & Kaufman Milling Co..... | President..... | Mt. Carmel, Ill.. | 1,500 | 409,722 |
| Sparks Milling Co..... | Sparks' Mill.... | Alton, Ill..... | 2,000 | 466,150 |
| Sparks Milling Co..... | Sparks' Mill.... | Terre Haute, Ind. | 700 | 95,207 |
| J. F. Imbs Milling Co..... | Imbs Mill..... | Belleville, Ill.... | 800 | 152,492 |
| Total..... | ..... | ..... | 10,850 | 2,140,201 |
| Total 1913..... | ..... | ..... | ..... | 2,176,229 |

**RECEIPTS, MANUFACTURES AND SHIPMENTS OF FLOUR
FOR FORTY YEARS.**

| Year. | Receipts. Bbls. | Manufact. Bbls. | Shipments. Bbls. | Year. | Receipts. Bbls. | Manufact. Bbls. | Shipments. Bbls. |
|-------|--------------------|--------------------|---------------------|-------|--------------------|--------------------|---------------------|
| 1875 | 1,300,381 | 1,484,821 | 2,480,877 | 1895 | 1,018,844 | 1,740,026 | 2,145,659 |
| 1876 | 1,071,434 | 1,441,944 | 2,217,378 | 1896 | 1,848,601 | 1,838,968 | 1,946,081 |
| 1877 | 1,157,332 | 1,617,921 | 2,295,607 | 1897 | 1,829,050 | 1,080,916 | 1,618,688 |
| 1878 | 1,305,336 | 1,916,390 | 2,670,740 | 1898 | 1,808,089 | 1,054,975 | 1,584,112 |
| 1879 | 1,607,936 | 2,142,949 | 3,045,035 | 1899 | 1,514,315 | 1,166,489 | 2,027,581 |
| 1880 | 1,703,874 | 2,077,685 | 3,222,893 | 1900 | 1,869,070 | 1,846,059 | 2,585,205 |
| 1881 | 1,689,996 | 1,718,489 | 2,696,845 | 1901 | 2,170,548 | 1,505,284 | 2,861,563 |
| 1882 | 2,008,424 | 1,850,215 | 2,305,758 | 1902 | 2,217,885 | 1,322,530 | 2,684,451 |
| 1883 | 1,585,870 | 1,892,533 | 2,751,182 | 1903 | 2,840,686 | 1,112,318 | 8,127,096 |
| 1884 | 1,456,153 | 1,969,737 | 3,014,105 | 1904 | 2,355,560 | 1,102,990 | 8,306,198 |
| 1885 | 1,032,506 | 1,841,329 | 2,551,499 | 1905 | 2,529,780 | 1,285,587 | 8,472,609 |
| 1886 | 845,417 | 1,807,956 | 2,248,861 | 1906 | 2,404,745 | 1,010,139 | 2,677,945 |
| 1887 | 1,049,864 | 1,985,717 | 2,594,891 | 1907 | 2,855,015 | 1,189,949 | 8,201,841 |
| 1888 | 887,173 | 2,016,819 | 2,682,405 | 1908 | 2,768,700 | 965,881 | 8,192,790 |
| 1889 | 1,183,608 | 2,066,442 | 2,859,389 | 1909 | 2,695,850 | 926,029 | 8,004,210 |
| 1890 | 1,429,675 | 1,872,005 | 2,889,324 | 1910 | 2,678,040 | 969,545 | 2,888,448 |
| 1891 | 1,858,640 | 1,748,190 | 2,767,906 | 1911 | 2,688,775 | 1,065,416 | 2,842,830 |
| 1892 | 1,455,842 | 1,623,371 | 2,313,738 | 1912 | 8,082,830 | 1,080,704 | 8,079,670 |
| 1893 | 1,171,025 | 1,969,048 | 2,044,727 | 1913 | 8,966,375 | 1,036,781 | 8,890,930 |
| 1894 | 1,261,809 | 1,936,645 | 2,168,388 | 1914 | 8,514,750 | 1,579,079 | 8,809,645 |

RECEIPTS OF FLOUR BY CROP YEAR.

| | | | |
|---------------------------|-----------------|----------------------------|----------------|
| Year ending June 30, '98, | 1,397,408 bbls. | Year ending June 30, 1904, | 2,433,700 bbls |
| " " 30, '94, | 1,143,435 " | " " 80, 1905, | 2,395,100 " |
| " " 30, '95, | 1,119,893 " | " " 80, 1906, | 2,747,185 " |
| " " 30, '96, | 1,119,681 " | " " 80, 1907, | 2,707,565 " |
| " " 30, '97, | 1,378,771 " | " " 80, 1908, | 2,907,833 " |
| " " 80, '98, | 1,361,385 " | " " 80, 1909, | 8,123,965 " |
| " " 80, '99, | 1,340,843 " | " " 80, 1910, | 2,770,985 " |
| " " 80, 1900, | 1,943,175 " | " " 80, 1911, | 2,628,860 " |
| " " 80, 1901, | 2,029,625 " | " " 80, 1912, | 2,933,575 " |
| " " 80, 1902, | 2,209,813 " | " " 80, 1913, | 8,184,710 " |
| " " 80, 1903, | 2,200,520 " | " " 80, 1914, | 8,204,175 " |

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

| Month. | 1914. bbls. | 1913. bbls. | 1912. bbls. | Month. | 1914. bbls. | 1913. bbls. | 1912. bbls. |
|-------------------|----------------|----------------|----------------|--------------------|----------------|----------------|----------------|
| January 1st..... | 57,675 | 80,850 | 68,400 | July 1st..... | 55,300 | 56,300 | 62,150 |
| February 1st..... | 76,400 | 89,400 | 66,500 | August 1st..... | 48,100 | 58,800 | 45,020 |
| March 1st..... | 81,374 | 76,950 | 74,900 | September 1st..... | 52,000 | 56,600 | 50,420 |
| April 1st..... | 65,000 | 81,200 | 82,550 | October 1st..... | 49,451 | 60,600 | 53,850 |
| May 1st..... | 61,800 | 68,500 | 72,870 | November 1st..... | 59,700 | 68,200 | 61,450 |
| June 1st..... | 67,100 | 67,770 | 61,840 | December 1st..... | 63,985 | 67,100 | 63,890 |

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
FOR THE YEAR 1914.

| DESTINATION. | Flour, barrels | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels |
|-----------------------------|-------------------|--------------------|-------------------|-------------------|-----------------|
| To England | 22,074 | | | | |
| " Germany | 20,154 | | 2,172 | | |
| " France | 9,575 | | | | |
| " Scotland | 55,578 | | | | |
| " Ireland | 19,335 | | | | |
| " Denmark | 12,124 | | | | |
| " Norway | 26,928 | | | | |
| " Holland | 152,489 | | | | |
| " Belgium | 2,180 | | | | |
| " Spain | 11,155 | | 2,011 | | |
| " Portugal..... | 3,146 | | | | |
| " Sweden | 12,562 | | | | |
| " Newfoundland..... | 12,520 | | | | |
| " Cuba | 220,709 | 59,385 | 658,034 | 44,141 | |
| " Porto Rico..... | 49,703 | | | | |
| " Central America..... | 29,592 | 124,396 | | | |
| " South America..... | 12,965 | | 10,000 | | |
| " Mexico | 10,377 | 33,600 | 83,536 | | |
| " Africa | 5,955 | | | | |
| " South Wales..... | 750 | | | | |
| " Jamaica..... | 3,259 | | 12,000 | | |
| " West Indies..... | 4,299 | | 3,250 | | |
| " Haiti..... | 11,325 | 1,968 | 3,000 | | |
| " Egypt..... | 1,000 | | | | |
| " Seaboard for Export | 184,027 | 6,495,635 | 226,840 | 572,889 | 37,806 |
| Total for Export, 1914.... | 906,881 | 6,715,029 | 1,061,443 | 617,010 | 37,806 |
| Total for Export, 1913.... | 728,842 | 4,137,995 | 1,510,952 | 62,828 | 91,280 |
| Total for Export, 1912..... | 881,480 | 171,327 | 994,407 | 42,031 | 96,858 |

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows :

| | Wheat, bu. | Corn, bu. | Oats, bu. | Flour, bbls. |
|-----------|---------------|--------------|--------------|-----------------|
| 1914..... | 178,342,805 | 15,107,410 | 25,029,585 | 12,625,185 |
| 1913..... | 99,860,278 | 44,709,864 | 5,202,717 | 12,216,818 |
| 1912..... | 60,429,494 | 30,185,718 | 30,118,968 | 10,592,679 |
| 1911..... | 81,862,550 | 59,807,877 | 2,082,828 | 11,237,843 |
| 1910..... | 22,667,106 | 37,292,127 | 1,872,469 | 8,841,181 |
| 1909..... | 46,901,998 | 84,708,911 | 1,221,154 | 9,689,238 |
| 1908..... | 91,904,129 | 37,068,746 | 1,127,048 | 12,947,975 |
| 1907..... | 89,897,600 | 82,184,165 | 1,641,604 | 15,191,851 |
| 1906..... | 61,847,789 | 101,646,479 | 838,982 | 14,259,252 |
| 1905..... | 20,555,817 | 110,999,265 | 29,641,668 | 11,381,987 |
| 1904..... | 18,015,894 | 46,890,627 | 1,192,888 | 11,868,508 |
| 1903..... | 78,145,278 | 91,264,690 | 1,461,826 | 19,274,412 |
| 1902..... | 128,861,712 | 18,484,269 | 5,864,042 | 17,998,531 |
| 1901..... | 179,201,418 | 102,859,089 | 25,929,048 | 19,852,830 |

Total value of principal breadstuff exported in 1914 was \$300,309,550; in 1913 was \$191,477,180; in 1912 was \$149,814,877; in 1911 was \$122,837,787; in 1910 was \$95,703,988; in 1909 was \$129,191,920; in 1908 was \$186,832,204; in 1907 was \$204,456,014; in 1906 was \$178,658,474; in 1905 was \$146,110,962; in 1904 was \$92,311,812.

Value of Exports of Flour and Grain from the United States.

| | 1914 | 1913 | 1912 | 1911 |
|-------------|---------------|--------------|--------------|--------------|
| Flour..... | \$ 61,682,205 | \$56,568,099 | \$49,186,765 | \$52,653,960 |
| Wheat..... | 186,591,554 | 95,001,048 | 58,963,160 | 29,421,606 |
| Corn..... | 11,891,981 | 26,114,000 | 21,707,490 | 36,111,207 |
| Oats..... | 19,006,132 | 2,069,492 | 11,991,099 | 896,852 |
| Rye..... | 7,794,011 | 1,869,573 | 326,239 | 1,808 |
| Barley..... | 11,140,797 | 7,776,865 | 5,740,265 | 2,312,486 |

•

RECEIPTS OF FLOUR AT VARIOUS CITIES.

| | 1911. Bbls. | 1912. Bbls. | 1913. Bbls. | 1914. Bbls. |
|--------------------------|----------------|----------------|----------------|----------------|
| St. Louis..... | 2,683,775 | 3,032,330 | 3,268,875 | 3,514,750 |
| New York..... | 8,304,331 | 8,670,484 | 9,451,447 | 11,237,172 |
| Boston..... | 1,852,145 | 2,010,797 | 2,181,126 | 1,791,722 |
| Baltimore..... | 2,276,047 | 1,928,021 | 2,003,531 | 1,808,672 |
| Cincinnati..... | 1,472,980 | 1,437,227 | 1,807,547 | 1,642,619 |
| Milwaukee..... | 3,322,783 | 2,423,759 | 3,161,287 | 3,248,920 |
| Minneapolis..... | 896,212 | 566,758 | 770,161 | 816,412 |
| Buffalo..... | 7,054,640 | 7,564,753 | 9,481,181 | 9,100,752 |
| Chicago..... | 5,859,896 | 7,070,898 | 10,268,000 | 9,709,000 |
| Philadelphia..... | 2,644,168 | 2,287,589 | 2,288,084 | 2,414,790 |
| New Orleans..... | 1,355,852 | 1,393,337 | 2,043,072 | 2,621,000 |
| Detroit..... | 281,541 | 287,900 | 354,710 | 450,640 |
| Peoria..... | 2,339,573 | 2,272,525 | 2,224,973 | 2,292,900 |
| San Francisco..... | 1,063,478 | ..... | 1,187,221 | 1,906,334 |
| Montreal..... | 2,431,194 | 2,282,999 | 1,532,196 | 2,668,317 |
| Duluth and Superior..... | 4,235,970 | 5,382,150 | 6,126,295 | 5,263,560 |
| Cleveland..... | 657,486 | 713,629 | 690,779 | 689,918 |
| Indianapolis..... | 181,900 | 208,935 | ..... | ..... |
| Kansas City..... | 157,000 | 298,750 | 150,750 | 150,000 |
| Portland..... | 346,750 | 860,250 | 876,900 | 847,300 |

RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.

| Year Ending June 30. | Flour, bbls. | Wheat, bush. | Flour and Wheat in bushels. | Total Wheat Crop of the U. S., in bushels. | Per cent. of Total Crop marketed at St. Louis. |
|----------------------|--------------|--------------|-----------------------------|--|--|
| 1894..... | 1,143,435 | 12,663,604 | 17,809,081 | 460,367,416 | 3.80 |
| 1895..... | 1,119,333 | 10,126,318 | 15,163,687 | 467,103,947 | 3.73 |
| 1896..... | 1,119,681 | 19,386,755 | 17,425,319 | 427,684,346 | 4.31 |
| 1897..... | 1,378,771 | 11,814,494 | 18,019,963 | 530,149,168 | 3.56 |
| 1898..... | 1,361,865 | 12,719,825 | 18,845,967 | 675,148,705 | 3.62 |
| 1899..... | 1,340,393 | 14,322,491 | 20,856,509 | 547,808,846 | 3.46 |
| 1900..... | 1,943,175 | 10,211,629 | 18,955,915 | 522,229,505 | 3.65 |
| 1901..... | 2,029,625 | 28,211,245 | 32,814,555 | 748,460,218 | 3.98 |
| 1902..... | 2,209,813 | 19,822,546 | 29,766,704 | 670,068,008 | 5.16 |
| 1903..... | 2,200,615 | 32,369,571 | 34,570,186 | 637,821,835 | 5.52 |
| 1904..... | 2,433,700 | 24,293,969 | 35,245,639 | 552,899,517 | 5.74 |
| 1905..... | 2,395,100 | 25,958,396 | 31,736,846 | 692,979,469 | 4.73 |
| 1906..... | 2,472,600 | 21,607,370 | 32,785,420 | 785,260,970 | 3.78 |
| 1907..... | 2,757,565 | 16,399,533 | 27,808,575 | 684,067,000 | 4.85 |
| 1908..... | 2,607,333 | 19,043,495 | 30,776,898 | 664,602,000 | 4.63 |
| 1909..... | 2,767,995 | 17,638,658 | 30,094,635 | 638,350,000 | 4.40 |
| 1910..... | 2,769,965 | 22,661,833 | 35,126,765 | 685,121,000 | 5.53 |
| 1911..... | 2,623,860 | 20,126,686 | 31,981,756 | 621,888,000 | 5.13 |
| 1912..... | 2,883,575 | 15,335,815 | 28,096,902 | 780,267,000 | 3.94 |
| 1913..... | 3,184,710 | 38,792,450 | 58,128,645 | 763,880,000 | 6.95 |
| 1914..... | 3,294,175 | 27,244,344 | 42,068,081 | 891,017,000 | 4.72 |

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

| | 1914. Bbls. | 1913. Bbls. | 1912. Bbls. | 1911. Bbls. |
|---------------------------|----------------|----------------|----------------|----------------|
| Minneapolis | 17,769,280 | 19,000,000 | 17,031,935 | 15,501,230 |
| St. Louis | 1,579,079 | 1,036,761 | 1,030,704 | 1,055,416 |
| Philadelphia | * 342,000 | 341,570 | 456,597 | 474,108 |
| Milwaukee | 727,588 | 723,735 | 1,020,801 | 1,041,682 |
| Buffalo | 5,454,389 | 4,571,552 | 4,674,069 | ..... |
| Toledo | 1,491,500 | 1,312,700 | 1,386,200 | 1,352,700 |
| Detroit | 593,600 | 690,000 | 732,600 | 784,000 |
| Chicago | 1,083,000 | 1,023,000 | 1,108,000 | 1,027,600 |
| Duluth and Superior | 1,212,625 | 1,115,590 | 996,635 | 780,485 |
| Kansas City | 2,376,840 | 2,221,617 | 2,060,268 | 1,622,237 |
| Peoria | 120,000 | 120,000 | 120,000 | 120,000 |
| Cincinnati | 391,061 | 435,596 | 433,800 | 445,960 |
| Cleveland | 380,000 | ..... | 300,000 | 325,000 |
| Indianapolis | 558,489 | 458,000 | 443,000 | 547,236 |
| Nashville, Tenn | 852,850 | 691,440 | 758,621 | 749,669 |
| Galveston | 383,000 | 380,000 | 365,000 | 330,000 |
| St. Joseph | 253,333 | ..... | ..... | 525,000 |
| New York | *2,000,000 | 2,500,000 | 2,300,000 | 2,000,000 |
| Omaha | 479,276 | 424,626 | 380,000 | ..... |

*Estimated.

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

| | 1914. Bbls. | 1913. Bbls. | 1912. Bbls. | 1911. Bbls. |
|------------------|----------------|----------------|----------------|----------------|
| January | 11,956 | 16,518 | 9,850 | 15,782 |
| February | 10,826 | 16,854 | 12,804 | 11,012 |
| March | 12,764 | 14,265 | 11,563 | 12,513 |
| April | 13,120 | 15,770 | 13,406 | 10,575 |
| May | 11,424 | 13,871 | 13,668 | 13,062 |
| June | 8,284 | 11,294 | 8,850 | 15,163 |
| July | 10,771 | 13,268 | 8,464 | 20,070 |
| August | 12,861 | 14,332 | 12,640 | 17,181 |
| September | 15,992 | 18,154 | 12,669 | 16,309 |
| October | 11,679 | 14,224 | 19,076 | 15,518 |
| November | 17,387 | 11,205 | 20,104 | 9,876 |
| December | 15,993 | 15,071 | 15,320 | 9,456 |
| Total bbls | 152,637 | 173,626 | 158,414 | 166,335 |

AUGUST RUMP, Inspector.

STOCKS OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1914.

| CITIES. | Jan. 1. | Feb. 1. | Mar. 1. | April 1. | May 1. | June 1. | July 1. | Aug. 1. | Sept. 1. | Oct. 1. | Nov. 1. | Dec. 1. |
|--------------------|---------|---------|---------|----------|---------|---------|---------|---------|----------|---------|---------|---------|
| Philadelphia..... | 147,610 | 131,568 | 112,680 | 97,248 | 90,717 | 97,139 | 83,267 | 73,297 | 69,248 | 99,000 | 112,833 | 121,285 |
| New York..... | 71,500 | 74,500 | 62,200 | 53,100 | 54,000 | 62,200 | 79,000 | 73,100 | 57,700 | 51,000 | 75,000 | 77,800 |
| Chicago..... | 57,800 | 58,700 | 54,100 | 54,100 | 56,000 | 72,400 | 71,000 | 68,000 | 70,000 | 51,000 | 68,000 | 71,000 |
| St. Louis..... | 57,675 | 78,400 | 84,174 | 84,100 | 61,000 | 67,100 | 51,500 | 48,000 | 57,000 | 49,451 | 68,700 | 63,000 |
| St. Paul..... | 9,800 | 9,800 | 9,800 | 9,800 | 11,500 | 17,100 | 11,500 | 7,500 | 4,000 | 8,500 | 7,000 | 9,000 |
| Cleveland..... | 46,000 | 46,000 | 45,000 | 45,000 | 45,000 | 50,000 | 35,000 | 30,000 | 49,000 | 49,000 | 48,000 | 46,000 |
| Baltimore..... | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 13,000 | 10,000 | 10,000 |
| Detroit..... | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 | 27,000 |
| Boston..... | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 | 67,000 |
| San Francisco..... | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 | 47,400 |
| Milwaukee..... | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 | 46,000 |
| Duluth..... | 563,785 | 560,568 | 580,264 | 628,198 | 864,197 | 761,569 | 661,241 | 666,517 | 598,498 | 666,698 | 729,578 | 608,370 |
| Total bbls..... | | | | | | | | | | | | |

*Estimated.

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1912, 1913 AND 1914,
ON THROUGH BILLS OF LADING.

| DESTINATION. | 1914. Barrels. | 1913. Barrels. | 1912. Barrels. | DESTINATION. | 1914. Barrels. | 1913. Barrels. | 1912. Barrels. | TOTALS.—Barrels. |
|-------------------|-------------------|-------------------|-------------------|--------------------------|-------------------|-------------------|-------------------|------------------|
| England..... | 28,074 | 49,480 | 56,294 | Canada..... | 280,769 | 268,498 | 1,800 | 509,861 |
| Germany..... | 20,154 | 44,441 | 57,975 | Cuba..... | 49,708 | 54,910 | 824,408 | 726,812 |
| France..... | 9,575 | 8,507 | 7,245 | Porto Rico..... | 79,592 | 57,238 | 191 | 581,490 |
| Scotland..... | 65,578 | 8,924 | 41,720 | Central America..... | 12,958 | 9,001 | 17,908 | 771,724 |
| Ireland..... | 19,885 | 7,898 | 11,048 | South America..... | 10,877 | 8,005 | 25,940 | 580,250 |
| Norway..... | 12,184 | 440 | 8,273 | Mexico..... | 5,965 | 2,775 | 49 | 474,589 |
| Denmark..... | 28,988 | 54,478 | 72,288 | Africa..... | 1,750 | 1,260 | 2,530 | 780,698 |
| Holland..... | 162,489 | 9,231 | 8,195 | New South Wales..... | 8,269 | 18,836 | 1,550 | 1,151,887 |
| Belgium..... | 2,160 | 2,671 | 1,968 | Jamaica..... | 4,298 | 2,178 | 1906 | 984,354 |
| Spain..... | 1,155 | 1,000 | 1,800 | West Indies..... | 11,885 | 12,716 | 1904 | 718,280 |
| Portugal..... | 8,146 | 10,960 | 10,280 | Haiti..... | 1,060 | 4,474 | 200 | 705,612 |
| Sweden..... | 13,516 | 2,187 | 2,021 | San Domingo..... | 184,027 | 94,549 | 1902 | 676,241 |
| Venezuela..... | 19,580 | 2,236 | 15,450 | Egypt..... | 184,027 | 94,549 | 1901 | 905,205 |
| Newfoundland..... | | 2,070 | 440 | Seaboard for Export..... | | | 1899 | 1,180,521 |
| Finland..... | | | | | | | | 1,031,861 |
| | | | | | | | | 748,873 |

**WEEKLY PRICES OF WINTER WHEAT AND HARD
WHEAT FLOURS AT ST. LOUIS DURING 1914.**
(PER BARREL IN JUTE.)

| 1914 | RED WINTER | | | HARD WINTER | | |
|------------------|-------------|-------------|--------------|-------------|-------------|---------------|
| | Patents. | Straights. | Extra Fancy. | Patents. | Straights. | First Clears. |
| January 3..... | \$4.15@4.25 | \$3.75@3.90 | \$3.90@3.70 | \$3.90@4.10 | \$3.60@3.85 | \$3.10@3.25 |
| 10..... | 4.15 4.25 | 3.75 3.90 | 3.60 3.70 | 3.90 4.10 | 3.60 3.85 | 3.10 3.25 |
| 17..... | 4.15 4.35 | 3.75 3.90 | 3.65 3.75 | 3.90 4.10 | 3.60 3.85 | 3.10 3.25 |
| 24..... | 4.05 4.30 | 3.75 3.95 | 3.55 3.65 | 3.90 4.10 | 3.55 3.85 | 3.05 3.25 |
| 31..... | 4.05 4.30 | 3.75 3.95 | 3.55 3.65 | 3.90 4.10 | 3.55 3.85 | 3.05 3.25 |
| February 7..... | 4.05 4.25 | 3.75 3.95 | 3.50 3.60 | 3.90 4.10 | 3.55 3.85 | 3.00 3.25 |
| 14..... | 4.00 4.20 | 3.75 3.90 | 3.50 3.60 | 3.90 4.10 | 3.55 3.85 | 3.05 3.20 |
| 21..... | 4.00 4.20 | 3.75 3.90 | 3.50 3.60 | 3.90 4.10 | 3.55 3.85 | 3.05 3.20 |
| 28..... | 4.00 4.20 | 3.75 3.90 | 3.50 3.60 | 3.90 4.10 | 3.55 3.85 | 3.05 3.20 |
| March 7..... | 4.00 4.20 | 3.75 3.90 | 3.50 3.60 | 3.90 4.10 | 3.55 3.85 | 3.05 3.20 |
| 14..... | 3.90 4.10 | 3.70 3.85 | 3.50 3.60 | 3.85 4.10 | 3.55 3.85 | 3.00 3.20 |
| 21..... | 3.90 4.10 | 3.70 3.85 | 3.50 3.60 | 3.85 4.10 | 3.55 3.80 | 3.00 3.20 |
| 28..... | 3.90 4.10 | 3.65 3.85 | 3.50 3.60 | 3.85 4.10 | 3.55 3.80 | 3.00 3.25 |
| April 4..... | 3.75 4.00 | 3.60 3.70 | 3.40 3.50 | 3.75 4.00 | 3.55 3.70 | 3.00 3.25 |
| 11..... | 3.75 4.00 | 3.60 3.70 | 3.40 3.50 | 3.75 4.00 | 3.55 3.70 | 3.00 3.25 |
| 18..... | 3.75 4.00 | 3.55 3.65 | 3.40 3.50 | 3.75 4.00 | 3.55 3.70 | 3.00 3.25 |
| 25..... | 3.75 4.00 | 3.60 3.70 | 3.45 3.55 | 3.85 4.00 | 3.60 3.70 | 3.05 3.30 |
| May 2..... | 3.75 4.00 | 3.60 3.70 | 3.45 3.55 | 3.85 4.00 | 3.60 3.70 | 3.05 3.30 |
| 9..... | 3.75 4.00 | 3.60 3.70 | 3.45 3.55 | 3.85 4.00 | 3.60 3.70 | 3.05 3.30 |
| 16..... | 3.75 4.00 | 3.60 3.70 | 3.45 3.55 | 3.85 4.00 | 3.60 3.70 | 3.05 3.30 |
| 23..... | 3.90 4.10 | 3.65 3.80 | 3.45 3.55 | 3.90 4.05 | 3.70 3.85 | 3.15 3.35 |
| 30..... | 3.90 4.00 | 3.55 3.70 | 3.45 3.50 | 3.90 4.05 | 3.70 3.85 | 3.15 3.35 |
| June 6..... | 3.90 4.00 | 3.55 3.65 | 3.45 3.50 | 3.90 4.05 | 3.70 3.85 | 3.15 3.35 |
| 13..... | 3.65 3.85 | 3.45 3.55 | 3.35 3.45 | 3.90 4.00 | 3.70 3.85 | 3.15 3.35 |
| 20..... | 3.65 3.80 | 3.50 3.55 | 3.35 3.45 | 3.90 4.00 | 3.70 3.85 | 3.15 3.35 |
| 27..... | 3.40 3.65 | 3.35 3.40 | 3.25 3.35 | 3.80 4.00 | 3.65 3.75 | 3.10 3.20 |
| July 4..... | 3.35 3.60 | 3.20 3.30 | 3.10 3.15 | 3.80 4.00 | 3.65 3.75 | 3.00 3.10 |
| 11..... | 3.35 3.50 | 3.20 3.30 | 3.05 3.20 | 3.80 4.00 | 3.65 3.75 | 2.95 3.10 |
| 18..... | 3.35 3.50 | 3.10 3.25 | 3.00 3.10 | 3.40 3.50 | 3.25 3.35 | 2.95 3.10 |
| 25..... | 3.50 3.60 | 3.35 3.40 | 3.20 3.30 | 3.55 3.65 | 3.40 3.50 | 3.05 3.15 |
| Aug. 1..... | 3.70 3.80 | 3.55 3.65 | 3.35 3.45 | 3.75 3.85 | 3.55 3.65 | 3.10 3.20 |
| 8..... | 3.90 4.10 | 3.70 3.80 | 3.45 3.60 | 4.00 4.20 | 3.75 3.90 | 3.25 3.35 |
| 15..... | 3.85 4.00 | 3.60 3.70 | 3.40 3.50 | 3.90 4.10 | 3.75 3.85 | 3.25 3.35 |
| 22..... | 4.00 4.30 | 3.80 3.90 | 3.60 3.70 | 4.55 4.80 | 4.15 4.40 | 3.30 3.60 |
| 29..... | 4.90 5.10 | 4.65 4.85 | 4.15 4.25 | 5.10 5.25 | 4.75 5.00 | 4.00 4.25 |
| September 5..... | 5.10 5.25 | 4.75 4.90 | 4.25 4.35 | 5.25 5.40 | 5.00 5.20 | 4.10 4.35 |
| 12..... | 5.00 5.20 | 4.50 4.75 | 4.20 4.40 | 5.15 5.30 | 4.70 4.90 | 4.00 4.20 |
| 19..... | 4.90 5.00 | 4.65 4.80 | 4.20 4.35 | 5.10 5.20 | 4.70 5.00 | 4.30 4.40 |
| 26..... | 4.85 5.00 | 4.40 4.60 | 4.15 4.30 | 4.85 5.00 | 4.60 4.75 | 4.15 4.30 |
| October 3..... | 4.75 5.00 | 4.40 4.60 | 4.15 4.25 | 4.85 5.00 | 4.60 4.75 | 4.15 4.30 |
| 10..... | 4.65 4.90 | 4.40 4.60 | 4.15 4.25 | 4.85 5.00 | 4.60 4.75 | 4.15 4.30 |
| 17..... | 4.75 5.00 | 4.40 4.70 | 4.15 4.25 | 4.85 5.00 | 4.60 4.75 | 4.10 4.30 |
| 24..... | 4.75 5.00 | 4.45 4.60 | 4.25 4.35 | 4.90 5.10 | 4.70 4.85 | 4.15 4.30 |
| 31..... | 4.75 5.00 | 4.45 4.60 | 4.25 4.35 | 4.85 5.10 | 4.70 4.80 | 4.15 4.40 |
| November 7..... | 4.75 5.00 | 4.50 4.65 | 4.30 4.40 | 4.85 5.10 | 4.70 4.80 | 4.20 4.50 |
| 14..... | 4.75 5.00 | 4.50 4.65 | 4.30 4.40 | 4.85 5.10 | 4.65 4.80 | 4.20 4.50 |
| 21..... | 4.80 5.10 | 4.60 4.70 | 4.40 4.50 | 4.85 5.10 | 4.65 4.80 | 4.25 4.50 |
| 28..... | 4.80 5.10 | 4.65 4.70 | 4.35 4.45 | 4.85 5.10 | 4.65 4.80 | 4.25 4.50 |
| December 5..... | 4.70 5.10 | 4.60 4.75 | 4.35 4.50 | 5.00 5.15 | 4.75 4.85 | 4.30 4.50 |
| 12..... | 4.70 5.10 | 4.65 4.75 | 4.50 4.60 | 5.00 5.15 | 4.75 4.85 | 4.40 4.50 |
| 19..... | 4.90 5.15 | 4.85 4.95 | 4.70 4.80 | 5.15 5.25 | 4.90 5.00 | 4.60 4.70 |
| 26..... | 5.20 5.40 | 5.00 5.10 | 4.75 4.85 | 5.40 5.60 | 5.20 5.30 | 4.85 5.00 |

PRODUCTS OF AGRICULTURE.

From the Report of Bureau of Estimates, Department of Agriculture.

The 14 crops whose production is estimated yearly cover about 92 per cent of the entire cultivated area of the United States.

The total area harvested in 1914 (300,782,000 acres in 14 crops) is about the same as in 1913 (0.1 per cent larger), and about 2.4 per cent larger than the area harvested in 1912. In the three years the wheat area has steadily increased, and corn and flaxseed decreased materially. The cotton acreage fell moderately short of the large acreage of 1913, but was considerably larger than any other year. Acreages of other crops have not altered materially.

YIELD PER ACRE.

The production per acre of crops in the aggregate in 1914 was nearly 10 per cent larger than in 1913, over 2 per cent larger than the 10-year average, but about 8 per cent smaller than in 1912. This indicates the favorable nature of the season. Early in the growing period short crops were apprehended, but as the season advanced, conditions improved steadily. The most striking characteristic of the year is the wonderful outturn of the winter wheat crop, which made 19 bushels per acre; the largest average for any previous year was 16.7 bushels in 1906. The corn yield of 25.8 bushels has been exceeded 10 times in the past 20 years, the highest yield in the 20 years being 30.3 bushels, in 1906; the oats yield of 29.7 bushels has been exceeded 13 times in 20 years, the highest yield being 37.4 bushels, in 1912; the barley yield of 25.8 bushels has been exceeded 7 times in 20 years, the highest yield being 29.7 bushels, in 1912; the potato yield of 109.5 bushels has been exceeded twice, the record being 110.4 bushels in 1904. The hay yield of 1.43 tons has been exceeded 8 times in the 20 years; the record yield is 1.55, in 1898. The yield of tobacco, 845.7 pounds, has been exceeded 3 times in the past 14 years, the record being 893.7 pounds, in 1911. The preliminary estimate of yield per acre of cotton, 207.9 pounds, has been exceeded but once in the past 20 years, in 1898, when the yield was 219 pounds.

COMPARISONS OF TOTAL PRODUCTION, FOURTEEN CROPS.

In total production of the fourteen crops, this year's aggregate is about 10 per cent larger than in 1913, and 6 per cent smaller than in 1912, which year stands as the one of greatest aggregate production in the United States. This year, two important crops have exceeded previous

records—wheat, with 891,000,000 bushels, following the 1913 record of 763,000,000; and cotton, with 15,966,000 bales (preliminary estimate), the previous record being 15,693,000 bales in 1911.

VALUE PER ACRE.

The value per acre of all enumerated crops averaged about \$16.44 this year, compared with \$16.52 in 1913 and \$16.15 in 1912. In table following is shown the yearly value per acre of the ten leading products combined, since 1866. This is the most satisfactory method available to show the relative income of farmers during a long series of years. An examination of the chart and figures shows clearly that from 1870 to 1896 there was a more or less steady tendency toward reduction in the value per acre of crops. In the year 1896, values were at their lowest; farming at that time was decidedly unprofitable. From 1896 to 1909 the value per acre of farm crops increased steadily, each year being higher than the preceding. During the past five years, that is, since 1909, the average value per acre of crops has not changed much.

PRICES AND TOTAL VALUE.

The prosperity of farmers depends not so much upon the amount of production as upon the total amount of money received for what they produce. Thus, this year's cotton crop is the largest ever produced, but its value to the farmers is much less than the value of any crop of recent years. On the other hand, the corn crop, in total production, is only a moderate one, having been exceeded four times in the past ten years; but the high prices prevailing, make it the most valuable corn crop ever produced. In fact, this year's corn crop is the most valuable of any one crop ever produced in this country, and undoubtedly, in any country.

The producers of wheat have benefited by a combination of very large production and high prices, caused by the war and moderate production in foreign countries.

The total value, based upon farm prices December 1, of the fourteen products included in the yearly estimates of crop production (excluding animal products), amounted to \$4,946,000,000 this year, to \$4,966,000,000 last year, and to \$4,759,000,000 in 1912. It will be observed that in the year of smallest production, 1913, the total value is highest, and in the year of largest production, 1912, the total value is smallest. If prices had remained the same in the three years, the totals would have been \$4,926,000,000 for this year, \$4,487,000,000 in 1913, and \$5,256,000,000 in 1912.

YEARLY VALUE PER ACRE OF TEN CROPS COMBINED.

Corn, wheat, oats, barley, rye, buckwheat, potatoes, hay, tobacco, and cotton, which comprise nearly 90 per cent of the area in all field crops, the average value per acre of which closely approximates the value per acre of the aggregate of all crops].

| | | | |
|-----------|---------|-----------|---------|
| 1914..... | \$16.27 | 1889..... | \$ 8.99 |
| 1913..... | 16.36 | 1888..... | 10.30 |
| 1912..... | 15.63 | 1887..... | 10.14 |
| 1911..... | 15.26 | 1886..... | 9.41 |
| 1910..... | 15.53 | 1885..... | 9.72 |
| 1909..... | 16.00 | 1884..... | 9.95 |
| 1908..... | 15.32 | 1883..... | 10.93 |
| 1907..... | 14.74 | 1882..... | 12.93 |
| 1906..... | 13.46 | 1881..... | 13.10 |
| 1905..... | 13.28 | 1880..... | 13.01 |
| 1904..... | 13.26 | 1879..... | 13.26 |
| 1903..... | 12.62 | 1878..... | 10.37 |
| 1902..... | 12.07 | 1877..... | 12.01 |
| 1901..... | 11.43 | 1876..... | 10.80 |
| 1900..... | 10.31 | 1875..... | 12.20 |
| 1899..... | 9.13 | 1874..... | 13.25 |
| 1898..... | 9.00 | 1873..... | 14.19 |
| 1897..... | 9.07 | 1872..... | 14.86 |
| 1896..... | 7.94 | 1871..... | 15.74 |
| 1895..... | 8.12 | 1870..... | 15.40 |
| 1894..... | 9.06 | 1869..... | 14.67 |
| 1893..... | 9.50 | 1868..... | 14.17 |
| 1892..... | 10.10 | 1867..... | 15.09 |
| 1891..... | 11.76 | 1866..... | 14.17 |
| 1890..... | 11.03 | | |

GRAIN.

The principal farm crops of the United States the past year were again of enormous volume in both point of production and value.

The yield of the five principal grains, wheat, corn, oats, rye and barley, while below the previous twelve months, totalled 4,942,553,000 bushels. The yield, in 1913, was 4,551,706,000 bushels, and in 1912, was 5,532,838,000 bushels. In value, however, there was an increase of \$359,870,000, the producers realizing \$3,223,631,000, as against \$2,863,761,000 a year ago, and \$2,664,763,000 two years ago.

This market is one of the great primary grain centers of the country. The total arrivals of the afore-mentioned cereals approximating 78,399,102 bushels, as compared with 80,498,694 bushels in 1913, and 79,997,310 bushels in 1912. The shipments were 57,130,890 bushels, as contrasted with 53,263,515 bushels last year, and 50,743,525 bushels in 1912.

The exports for the year showed marked gains, totalling 249,357,149 bushels, against 132,048,477 bushels in 1913, and 129,122,234 bushels in 1912. The bulk of the gain was in wheat, though oats and barley were far in excess of the preceding twelve months. The exportations of corn were unusually small. Missouri's production of the five principal grains aggregated 227,871,000 bushels, as compared with 195,498,000 bushels a year ago. The value was approximated on December 1st, at \$161,815,000, as compared with \$140,929,000 the year previous.

RECEIPTS OF ALL GRAINS AT ST. LOUIS.

| | 1914. | 1913. | 1912. | 1911. | 1910. |
|---------------------|------------|------------|------------|------------|------------|
| Wheat, bushels..... | 33,569,047 | 31,258,471 | 30,541,673 | 17,076,505 | 19,702,989 |
| Corn, " | 17,105,825 | 22,189,045 | 25,979,030 | 23,621,410 | 22,349,390 |
| Oats, " | 24,944,650 | 24,363,480 | 21,529,690 | 20,343,850 | 22,236,520 |
| Rye, " | 389,000 | 432,734 | 186,663 | 237,315 | 335,059 |
| Barley " | 2,390,580 | 2,254,964 | 1,760,254 | 2,302,917 | 2,475,165 |
| Total, bushels.... | 78,399,102 | 80,498,694 | 79,997,310 | 63,581,997 | 67,149,123 |

Including flour reduced to wheat, the receipts would be as follows:

| | Bushels. | | Bushels. | | Bushels. |
|-----------|------------|-----------|------------|-----------|------------|
| 1914..... | 94,315,477 | 1908..... | 88,404,390 | 1902..... | 80,416,654 |
| 1913..... | 95,197,381 | 1907..... | 99,322,157 | 1901..... | 69,817,294 |
| 1912..... | 98,642,795 | 1906..... | 91,093,061 | 1900..... | 69,556,619 |
| 1911..... | 76,258,964 | 1905..... | 73,223,021 | 1899..... | 55,058,144 |
| 1910..... | 79,300,303 | 1904..... | 72,940,968 | 1898..... | 60,384,608 |
| 1909..... | 77,944,736 | 1903..... | 79,428,113 | 1897..... | 63,581,364 |

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

| | 1914—bush. | 1913—bush. | 1912—bush. | 1911—bush. |
|------------------------|-------------|-------------|-------------|-------------|
| Chicago..... | 373,182,000 | 337,288,000 | 290,249,000 | 264,900,710 |
| St. Louis..... | 78,899,102 | 80,498,694 | 79,997,810 | 63,561,997 |
| Minneapolis..... | 184,176,450 | 111,267,560 | 164,729,400 | 140,117,860 |
| Peoria..... | 33,116,596 | 34,574,093 | 32,651,870 | 27,872,668 |
| Kansas City..... | 108,868,160 | 66,796,960 | 70,258,400 | 49,343,200 |
| Milwaukee..... | 76,654,300 | 59,964,630 | 50,959,630 | 44,739,190 |
| Toledo..... | 14,897,000 | 14,733,800 | 14,678,800 | 15,109,300 |
| Duluth and Superior... | 87,749,844 | 112,560,717 | 109,951,700 | 48,288,734 |
| Detroit..... | 10,167,000 | 7,529,000 | 8,350,720 | 10,936,376 |
| Cincinnati..... | 19,336,029 | 21,153,812 | 21,748,228 | 21,861,608 |
| Omaha..... | 66,983,800 | 68,574,700 | 51,685,100 | 44,781,600 |
| Indianapolis..... | 22,688,300 | 24,065,000 | 24,290,500 | 20,521,000 |

WHEAT.

Never before in the history of the United States was the production of wheat anything like that of 1914, surpassing all previous high records by more than one hundred million bushels. The gain was entirely in winter wheat, the production being 684,990,000 bushels, as contrasted with 523,561,000 bushels in 1913, the previous high record year. The value was estimated, as of December 1st, at \$675,623,000, compared with \$433,995,000 in 1913. Of spring wheat, a further decrease in production was recorded, the total yield being only 206,027,000 bushels, against 239,819,000 bushels a year ago. There was a marked contrast, however, in value, last year's crop yielding the producer \$203,057,000, as compared with \$176,127,000 the year before. The crop of Missouri wheat, which is wholly a winter one, was reported at 43,333,000 bushels, against 39,586,000 bushels in 1913, with a valuation of \$42,466,000, against \$33,252,000 the year prior. The State figures estimate the production below the Government figures. A new record was again established in the St. Louis receipts, the total being 33,569,047 bushels, against 31,258,471 bushels in 1913, and 22,189,045 bushels in 1912. As in former years, the bulk of the arrivals were again of winter wheat, amounting to 17,784,096 bushels. Of hard wheat, the receipts were 6,233,275 bushels. The shipments were 25,626,870 bushels, against 25,149,065 bushels last year, and 21,196,226 bushels two years ago. St. Louis mills used upward of 7,105,800 bushels in the production of flour. The range of prices on No. 2 Red was from 75¼ cents to \$1.27½, the low being recorded in June, and the high in December. Hard wheat was low in June, at 76½ cents, and high in December, at \$1.27½. May delivery was low at 88⅞ cents in April, and high at \$1.28⅞ in September. July, from 68⅞ cents in December, to 87½ cents in February. September, at 74½ cents in June, to \$1.18 in September. December, from 77 cents in June and July, to \$1.25½ in December.

The grades of receipts for the past three years were as follows:

| Wheat. | | 1914. | 1913. | 1912. |
|---------------------|-----------|---------|---------|---------|
| Soft Winter..... | Cars.... | 14,412 | 9,861 | 13,006 |
| Hard Winter..... | " | 5,194 | 9,186 | 7,767 |
| Spring..... | " | 286 | 526 | 297 |
| Mixed | " | 461 | 943 | 680 |
| Durum and Macaroni. | " | 302 | 757 | 338 |
| Other Grades..... | " | 560 | 639 | 978 |
| Soft Winter..... | Sacks.... | 212,843 | 224,223 | 153,716 |
| Other Grades..... | " | 6,335 | 14,272 | 17,816 |

Receipts of wheat at the principal primary markets for the past four years, compare as follows:

| | 1914—Bu. | 1913—Bu. | 1912—Bu. | 1911—Bu. |
|---------------------|-------------|-------------|-------------|------------|
| Minneapolis | 115,389,900 | 111,267,560 | 113,635,280 | 97,148,920 |
| Chicago..... | 99,290,000 | 50,372,000 | 35,914,000 | 37,118,110 |
| Kansas City..... | 70,757,550 | 33,870,000 | 43,719,600 | 25,701,600 |
| Duluth and Superior | 63,508,030 | 81,183,109 | 86,777,990 | 34,848,509 |
| St. Louis | 33,569,047 | 31,258,471 | 30,541,673 | 17,076,506 |
| Milwaukee | 9,830,750 | 7,372,650 | 9,097,490 | 8,662,700 |
| Toledo | 6,867,000 | 5,587,000 | 5,683,000 | 6,602,000 |
| Omaha | 18,925,200 | 20,313,600 | 16,863,800 | 12,124,800 |

The crop of the surplus wheat States for the four years were as follows:

| | 1914—Bu. | 1913—Bu. | 1912—Bu. | 1911—Bu. |
|-------------------|-------------|------------|-------------|------------|
| Kansas | 177,200,000 | 86,983,000 | 92,290,000 | 51,387,000 |
| Minnesota..... | 42,975,000 | 68,040,000 | 67,038,000 | 43,935,000 |
| Nebraska..... | 68,116,000 | 62,325,000 | 55,052,000 | 41,574,000 |
| Iowa | 16,066,000 | 16,395,000 | 12,850,000 | 10,622,000 |
| South Dakota..... | 31,563,000 | 33,975,000 | 52,185,000 | 14,800,000 |
| Missouri | 43,333,000 | 39,586,000 | 23,750,000 | 36,110,000 |
| Illinois | 46,250,000 | 41,888,000 | 9,819,000 | 42,000,000 |
| Wisconsin | 3,511,000 | 3,665,000 | 3,564,000 | 3,564,000 |
| North Dakota..... | 81,592,000 | 78,865,000 | 143,820,000 | 73,200,000 |

CORN.

In point of value, the corn crop of the country again established a new high record, being estimated worth \$1,702,599,000, as against \$1,692,092,000 in 1913. The production was figured at 2,672,804,000 bushels, as against 2,446,988,000 bushels in 1913, and 3,124,746,000 bushels in 1912. The Missouri crop was reported at 158,400,000 bushels, as compared with 129,062,000 bushels a year ago, with a valuation of \$107,712,000, and \$95,506,000, respectively. Receipts at St. Louis were 17,105,825 bushels, against 22,189,045 bushels the year prior. The shipments amounted to 10,739,410 bushels, as contrasted with 11,593,360 bushels in 1913. No. 2 corn ranged from 62 cents to 87 cents, the low being recorded in December, and the high in August. May corn was quoted in extreme range, from 65½ cents in April, up to 80

cents in September. July ranged as follows: Low, 64¼ cents, in April, and high, 77 cents, in July. September, from 63¼ cents in April, to 84 cents in August; and December, 51½ cents in July, to 76½ cents in September.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

| | 1914. Bushels. | 1913. Bushels. | 1912. Bushels. | 1911. Bushels. |
|--------------------|-------------------|-------------------|-------------------|-------------------|
| Chicago | 106,800,000 | 127,773,000 | 112,690,000 | 108,550,000 |
| St. Louis | 17,106,825 | 22,189,045 | 25,979,030 | 23,621,410 |
| Peoria | 14,520,478 | 17,782,368 | 18,738,003 | 16,842,217 |
| Kansas City | 23,172,500 | 21,928,750 | 10,522,500 | 16,984,400 |
| Toledo | 4,810,200 | 4,448,400 | 4,145,300 | 4,939,300 |
| Detroit | 8,349,000 | 2,712,000 | 2,775,780 | 4,103,536 |
| Milwaukee | 18,337,856 | 18,140,280 | 10,150,290 | 8,106,490 |
| Cincinnati | 8,468,404 | 7,797,910 | 9,806,068 | 9,367,710 |
| Indianapolis | 14,437,200 | 15,338,000 | 15,516,000 | 11,859,000 |
| Omaha | 30,004,800 | 31,111,200 | 20,536,800 | 19,282,800 |

The crops of the corn surplus States for four years, as reported by the Department of Agriculture, are as follows:

| | 1914—Bush. | 1913—Bush. | 1912—Bush. | 1911—Bush. |
|--------------------|----------------------|----------------------|----------------------|----------------------|
| Ohio | 142,715,000 | 146,250,000 | 174,410,000 | 150,540,000 |
| Indiana | 163,317,000 | 176,400,000 | 199,384,000 | 174,600,000 |
| Illinois | 300,084,000 | 282,150,000 | 428,320,000 | 334,950,000 |
| Iowa | 389,424,000 | 338,300,000 | 432,021,000 | 305,350,000 |
| Missouri | 158,400,000 | 129,062,000 | 243,904,000 | 192,400,000 |
| Kansas | 106,225,000 | 224,240,000 | 174,225,000 | 126,150,000 |
| Nebraska | 173,950,000 | 114,150,000 | 182,616,000 | 155,925,000 |
| Total | 1,436,066,000 | 1,320,562,000 | 1,832,860,000 | 1,432,915,000 |

OATS.

The oats crop of 1914, while below that of 1913, in yield, was the most valuable ever raised. The production was 1,141,000,000 bushels, as against 1,121,768,000 bushels in 1913, and the value \$499,431,000, as contrasted with \$439,596,000 in 1913. Missouri raised a crop of 25,800,000 bushels, valued at \$11,352,000, as against a crop of 26,500,000 bushels, valued at \$11,925,000 in 1913. The receipts at St. Louis were 20,116,250 bushels, against 24,363,480 bushels the previous year. The shipments amounted to 20,116,250 bushels, as compared with 16,140,365 bushels in 1913. The range on No. 3 white oats was from 34½ cents to 52½ cents, the low being registered in August, and the high in September. The May option, in extreme, was from 36¼ cents in April, to 58 cents in September. July, at 35¾ cents in July, to 41½ cents in January.

Receipts of Oats at the principal markets were as follows:

| | 1914—bush. | 1913—bush. | 1912—bush. | 1911—bush. |
|--------------------------|-------------|-------------|-------------|------------|
| Chicago..... | 138,400,000 | 124,405,000 | 118,491,800 | 94,099,800 |
| St. Louis..... | 24,944,650 | 24,363,480 | 21,529,690 | 20,343,850 |
| Minneapolis..... | 22,215,050 | 24,562,020 | 15,904,580 | 11,438,900 |
| Peoria..... | 12,925,660 | 10,973,496 | 9,707,902 | 7,070,114 |
| Kansas City..... | 9,258,200 | 10,174,500 | 6,682,700 | 6,230,500 |
| Milwaukee..... | 26,791,900 | 15,972,900 | 14,846,360 | 12,452,704 |
| Toledo..... | 3,585,600 | 4,604,400 | 4,721,000 | 3,551,000 |
| Duluth and Superior..... | 7,325,807 | 14,207,926 | 10,828,940 | 4,647,728 |
| Cincinnati..... | 5,968,304 | 8,213,319 | 7,621,631 | 7,329,426 |
| Cleveland..... | 5,449,342 | 6,154,025 | 4,905,529 | 7,530,478 |
| Indianapolis..... | 5,565,000 | 5,816,000 | 6,259,500 | 4,730,000 |
| Omaha..... | 16,950,700 | 16,384,200 | 12,903,000 | 9,052,500 |

The Oat crops of the Western States for four years compare as follows:

| | 1914. bush. | 1913. bush. | 1912. bush. | 1911. bush. |
|----------------|----------------|----------------|----------------|----------------|
| Iowa..... | 165,000,000 | 168,360,000 | 217,818,000 | 126,225,000 |
| Minnesota..... | 85,120,000 | 112,644,000 | 122,932,000 | 67,214,000 |
| Wisconsin..... | 62,100,000 | 83,038,000 | 84,746,000 | 67,054,000 |
| Illinois..... | 125,990,000 | 104,125,000 | 182,726,000 | 121,538,000 |
| Indiana..... | 44,888,000 | 36,380,000 | 79,799,000 | 47,068,000 |
| Ohio..... | 50,325,000 | 54,360,000 | 93,280,000 | 54,570,000 |
| Missouri..... | 25,800,000 | 26,500,000 | 37,125,000 | 17,760,000 |
| Kansas..... | 58,960,000 | 34,320,000 | 55,040,000 | 30,000,000 |
| Nebraska..... | 69,600,000 | 59,625,000 | 55,510,000 | 34,750,000 |
| Michigan..... | 50,752,000 | 45,000,000 | 51,826,000 | 42,900,000 |

RYE.

The Rye crop of the United States the past year amounted to 42,779,000 bushels, as against 41,381,000 bushels in 1913, and 35,664,000 bushels in 1912. The Missouri crop totaled 238,000 bushels, against 240,000 bushels in 1913, and 222,000 bushels in 1912. St. Louis receipts amounted to 389,000 bushels, against 432,734 bushels in 1913, and 186,663 bushels two years ago. The shipments were 288,515 bushels, as against 286,515 bushels a year ago. No. 2 Rye during the year ranged in extreme from 60 cents to \$1.10.

The principal producing States, and the yield in 1914, was as follows:

| | Bushels. | | Bushels. | | Bushels. |
|-------------------|-----------|-----------------|-----------|---------------|-----------|
| Wisconsin..... | 6,798,000 | Michigan..... | 5,936,000 | Indiana..... | 1,614,000 |
| Minnesota..... | 5,245,000 | New York..... | 2,283,000 | Nebraska..... | 1,952,000 |
| Pennsylvania..... | 5,040,000 | New Jersey..... | 1,295,000 | Ohio..... | 1,615,000 |

BARLEY.

The total yield of Barley for 1914 amounted to 194,953,000 bushels, as compared with 178,189,000 bushels the year previous. The value was placed at \$105,903,000, as against \$95,731,000 in 1913. The Mis-

souri crop amounted to 120,000 bushels, as against 110,000 bushels in 1913. Local receipts were 2,390,580 bushels, as against 2,254,964 bushels a year ago. The bulk of the arrivals were for local consumption.

The yield of the principal Barley producing States in 1914 was as follows:

| | Bushels. | | Bushels. |
|-------------------|------------|---------------|-----------|
| Minnesota..... | 31,694,000 | Idaho..... | 7,030,000 |
| California..... | 4,206,000 | Kansas..... | 5,880,000 |
| North Dakota..... | 28,275,000 | Oregon..... | 3,660,000 |
| South Dakota..... | 19,550,000 | Colorado..... | 3,966,000 |
| Wisconsin..... | 18,428,000 | Iowa..... | 9,360,000 |
| Washington..... | 7,098,000 | Michigan..... | 2,340,000 |

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

| | | | |
|-----------|-----------|----------------------|---------------|
| 1890..... | 1,856,883 | bbls., or 58,498,114 | galls. |
| 1891..... | 1,810,812 | " | 56,185,172 " |
| 1892..... | 1,961,449 | " | 60,814,919 " |
| 1893..... | 2,092,903 | " | 64,879,993 " |
| 1894..... | 1,931,668 | " | 59,881,646 " |
| 1895..... | 1,962,059 | " | 60,823,844 " |
| 1896..... | 2,183,785 | " | 68,007,358 " |
| 1897..... | 2,124,507 | " | 65,859,744 " |
| 1898..... | 2,040,158 | " | 63,204,896 " |
| 1899..... | 2,100,411 | " | 65,112,741 " |
| 1900..... | 2,388,603 | " | 70,791,693 " |
| 1901..... | 2,517,755 | " | 78,050,402 " |
| 1902..... | 2,707,508 | " | 83,982,748 " |
| 1903..... | 2,804,208 | " | 86,880,448 " |
| 1904..... | 3,056,170 | " | 94,741,270 " |
| 1905..... | 2,682,610 | " | 83,160,910 " |
| 1906..... | 3,268,298 | " | 101,317,238 " |
| 1907..... | 3,426,278 | " | 106,214,618 " |
| 1908..... | 3,194,520 | " | 99,090,120 " |
| 1909..... | 3,222,388 | " | 99,894,028 " |
| 1910..... | 3,472,963 | " | 107,661,863 " |
| 1911..... | 3,622,802 | " | 112,806,863 " |
| 1912..... | 3,415,669 | " | 105,885,739 " |
| 1913..... | 3,606,141 | " | 111,790,371 " |
| 1914..... | 3,564,721 | " | 110,506,351 " |

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1914.

| MONTHS. | Flour. lbs. | Wheat. Bush. | Corn. Bush. | Oats. Bush. | Rye. Bush. | Barley. Bush. |
|-----------------|----------------|-----------------|----------------|----------------|---------------|------------------|
| January | 277,170 | 1,964,780 | 2,056,800 | 2,705,700 | 25,400 | 225,840 |
| February | 249,880 | 1,462,188 | 1,699,200 | 1,657,500 | 2,200 | 212,800 |
| March | 276,560 | 1,608,968 | 1,865,675 | 2,378,100 | 2,960 | 156,790 |
| April | 255,050 | 1,237,996 | 1,010,450 | 1,460,300 | 9,900 | 98,000 |
| May | 230,720 | 1,185,929 | 1,501,825 | 1,970,000 | 6,600 | 86,400 |
| June | 235,220 | 1,170,998 | 1,698,000 | 1,978,900 | 15,100 | 102,400 |
| July | 250,540 | 6,822,867 | 1,045,750 | 2,122,850 | 80,000 | 84,800 |
| August | 877,520 | 4,243,857 | 1,559,800 | 2,437,350 | 91,500 | 57,750 |
| September | 885,880 | 3,209,389 | 809,600 | 2,555,850 | 82,150 | 290,800 |
| October | 849,570 | 3,181,371 | 1,008,000 | 1,898,000 | 84,100 | 351,200 |
| November | 811,900 | 4,255,107 | 1,086,845 | 2,017,900 | 44,000 | 421,600 |
| December | 815,340 | 3,089,852 | 1,584,000 | 1,660,000 | 45,100 | 804,200 |
| By Wagon ..... | ..... | 800,000 | 200,000 | 200,000 | ..... | ..... |
| Total | 3,514,750 | 33,569,047 | 17,105,625 | 24,944,650 | 859,000 | 2,890,560 |

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1914.

| MONTHS. | Flour. Bbls. | Wheat. Bush. | Corn. Bush. | Oats. Bush. | Rye. Bush. | Barley. Bush. |
|-----------------|-----------------|-----------------|----------------|----------------|---------------|------------------|
| January | 825,050 | 2,039,730 | 1,152,220 | 2,209,830 | 10,880 | 27,720 |
| February | 812,000 | 1,593,950 | 862,440 | 1,502,040 | 13,710 | 22,180 |
| March | 885,730 | 1,641,190 | 1,016,640 | 2,204,070 | 2,670 | 80,960 |
| April | 329,060 | 1,420,120 | 971,400 | 1,726,010 | 7,490 | 23,580 |
| May | 262,950 | 1,243,470 | 906,870 | 1,568,270 | 12,050 | 58,180 |
| June | 285,890 | 613,420 | 1,212,550 | 1,529,800 | 9,150 | 62,190 |
| July | 294,700 | 2,942,540 | 924,440 | 1,263,790 | 29,230 | 22,870 |
| August | 395,065 | 3,218,050 | 1,018,790 | 2,310,860 | 53,470 | 11,060 |
| September | 445,870 | 2,108,780 | 569,650 | 1,518,530 | 44,740 | 12,260 |
| October | 433,670 | 1,999,970 | 621,710 | 1,391,210 | 18,920 | 65,520 |
| November | 572,880 | 3,249,940 | 539,370 | 1,636,180 | 40,850 | 18,550 |
| December | 456,840 | 3,856,460 | 944,320 | 1,325,410 | 44,770 | 10,690 |
| Total | 4,309,645 | 25,626,870 | 10,789,410 | 20,116,250 | 288,130 | 860,280 |

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-THREE YEARS.

| | Receipts. | Shipments. |
|------------|------------|------------|
| 1892 | 80,548,136 | 53,545,976 |
| 1893 | 66,348,786 | 51,487,600 |
| 1894 | 51,646,405 | 35,170,487 |
| 1895 | 37,410,330 | 29,339,368 |
| 1896 | 57,208,249 | 41,200,512 |
| 1897 | 63,581,264 | 46,987,028 |
| 1898 | 60,384,608 | 52,722,679 |
| 1899 | 55,058,154 | 41,028,533 |
| 1900 | 69,555,619 | 54,606,499 |
| 1901 | 69,817,264 | 59,152,371 |
| 1902 | 80,416,654 | 60,684,256 |
| 1903 | 79,428,113 | 68,977,008 |
| 1904 | 92,940,958 | 69,830,209 |
| 1905 | 93,228,021 | 65,261,184 |
| 1906 | 71,093,061 | 72,451,124 |
| 1907 | 79,323,157 | 77,700,533 |
| 1908 | 83,404,890 | 67,190,696 |
| 1909 | 77,944,431 | 65,254,887 |
| 1910 | 79,200,808 | 58,351,466 |
| 1911 | 76,658,985 | 51,425,670 |
| 1912 | 98,642,795 | 64,625,573 |
| 1913 | 96,197,881 | 70,779,550 |
| 1914 | 94,215,477 | 76,524,298 |

Flour is reduced to wheat at four and one-half bushels to the barrel.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

| YEAR. | Wheat, bush. | | | Corn, bushels. | | | Oats, bushels. | | | Rye, bushels. | | | Barley, bush. | | |
|-------|--------------|------------|------------|----------------|------------|------------|----------------|-----------|------------|---------------|-----------|------------|---------------|-----------|------------|
| | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | |
| 1887 | 14,610,315 | 6,288,986 | 16,576,386 | 13,841,172 | 9,708,545 | 3,780,729 | 236,726 | 175,352 | 9,708,545 | 236,726 | 175,352 | 9,708,545 | 236,726 | 175,352 | 9,708,545 |
| 1888 | 13,010,108 | 4,412,508 | 20,269,459 | 15,904,759 | 10,436,760 | 5,414,764 | 421,514 | 275,233 | 10,436,760 | 421,514 | 275,233 | 10,436,760 | 421,514 | 275,233 | 10,436,760 |
| 1889 | 13,010,108 | 5,351,141 | 34,299,751 | 30,040,187 | 11,347,340 | 6,503,877 | 679,364 | 609,072 | 30,040,187 | 679,364 | 609,072 | 30,040,187 | 679,364 | 609,072 | 30,040,187 |
| 1890 | 11,730,774 | 3,688,015 | 45,063,681 | 40,616,335 | 14,977,216 | 40,616,335 | 1,149,490 | 1,080,403 | 40,616,335 | 1,149,490 | 1,080,403 | 40,616,335 | 1,149,490 | 1,080,403 | 40,616,335 |
| 1891 | 25,323,183 | 14,977,216 | 21,630,940 | 14,981,603 | 12,432,215 | 7,772,853 | 1,149,490 | 1,080,403 | 12,432,215 | 1,149,490 | 1,080,403 | 12,432,215 | 1,149,490 | 1,080,403 | 12,432,215 |
| 1892 | 27,483,855 | 14,333,534 | 33,090,030 | 22,066,756 | 16,064,814 | 4,972,928 | 1,149,490 | 1,080,403 | 22,066,756 | 1,149,490 | 1,080,403 | 22,066,756 | 1,149,490 | 1,080,403 | 22,066,756 |
| 1893 | 14,642,999 | 7,896,684 | 33,869,405 | 29,656,437 | 10,046,225 | 3,964,276 | 883,789 | 880,328 | 29,656,437 | 883,789 | 880,328 | 29,656,437 | 883,789 | 880,328 | 29,656,437 |
| 1894 | 10,045,242 | 8,140,172 | 25,546,945 | 18,163,853 | 16,196,605 | 4,906,309 | 1,149,490 | 1,080,403 | 16,196,605 | 1,149,490 | 1,080,403 | 16,196,605 | 1,149,490 | 1,080,403 | 16,196,605 |
| 1895 | 11,276,885 | 7,878,613 | 8,779,290 | 6,981,389 | 10,466,160 | 4,036,374 | 224,821 | 173,298 | 10,466,160 | 224,821 | 173,298 | 10,466,160 | 224,821 | 173,298 | 10,466,160 |
| 1896 | 12,651,248 | 6,650,578 | 20,042,730 | 11,491,310 | 5,390,687 | 299,930 | 227,529 | 186,534 | 5,390,687 | 299,930 | 227,529 | 5,390,687 | 299,930 | 227,529 | 5,390,687 |
| 1897 | 12,067,735 | 7,460,984 | 31,077,449 | 25,817,631 | 14,147,285 | 5,390,687 | 711,707 | 670,022 | 14,147,285 | 711,707 | 670,022 | 14,147,285 | 711,707 | 670,022 | 14,147,285 |
| 1898 | 14,240,252 | 11,026,765 | 26,733,965 | 27,869,091 | 12,735,864 | 5,390,687 | 454,750 | 431,642 | 12,735,864 | 454,750 | 431,642 | 12,735,864 | 454,750 | 431,642 | 12,735,864 |
| 1899 | 10,428,163 | 4,908,427 | 23,344,476 | 20,241,523 | 12,606,835 | 6,184,588 | 475,358 | 431,778 | 12,606,835 | 475,358 | 431,778 | 12,606,835 | 475,358 | 431,778 | 12,606,835 |
| 1900 | 20,890,805 | 17,012,659 | 22,776,507 | 20,834,060 | 17,718,556 | 16,728,130 | 686,810 | 606,517 | 17,718,556 | 686,810 | 606,517 | 17,718,556 | 686,810 | 606,517 | 17,718,556 |
| 1901 | 20,890,805 | 17,012,659 | 22,776,507 | 20,834,060 | 17,718,556 | 16,728,130 | 686,810 | 606,517 | 17,718,556 | 686,810 | 606,517 | 17,718,556 | 686,810 | 606,517 | 17,718,556 |
| 1902 | 20,890,805 | 17,012,659 | 22,776,507 | 20,834,060 | 17,718,556 | 16,728,130 | 686,810 | 606,517 | 17,718,556 | 686,810 | 606,517 | 17,718,556 | 686,810 | 606,517 | 17,718,556 |
| 1903 | 23,338,890 | 18,806,761 | 20,960,245 | 20,686,051 | 30,403,990 | 14,073,148 | 1,327,890 | 1,066,416 | 30,403,990 | 1,327,890 | 1,066,416 | 30,403,990 | 1,327,890 | 1,066,416 | 30,403,990 |
| 1904 | 23,148,133 | 24,040,540 | 18,246,826 | 16,770,368 | 17,109,265 | 15,066,120 | 669,706 | 492,266 | 17,109,265 | 669,706 | 492,266 | 17,109,265 | 669,706 | 492,266 | 17,109,265 |
| 1905 | 21,091,852 | 18,240,660 | 18,067,908 | 14,047,717 | 19,278,865 | 15,066,120 | 669,706 | 492,266 | 18,067,908 | 669,706 | 492,266 | 18,067,908 | 669,706 | 492,266 | 18,067,908 |
| 1906 | 17,646,005 | 13,732,308 | 30,726,826 | 22,671,055 | 28,522,420 | 22,263,290 | 543,159 | 534,595 | 22,671,055 | 543,159 | 534,595 | 22,671,055 | 543,159 | 534,595 | 22,671,055 |
| 1907 | 17,775,947 | 15,249,491 | 23,117,920 | 26,187,718 | 30,195,600 | 21,398,665 | 420,964 | 464,445 | 23,117,920 | 420,964 | 464,445 | 23,117,920 | 420,964 | 464,445 | 23,117,920 |
| 1908 | 19,697,385 | 16,310,986 | 22,987,110 | 15,822,695 | 26,717,965 | 20,017,470 | 319,691 | 338,515 | 16,310,986 | 319,691 | 338,515 | 16,310,986 | 319,691 | 338,515 | 16,310,986 |
| 1909 | 21,452,817 | 19,585,010 | 22,713,025 | 15,814,367 | 18,582,670 | 15,612,955 | 243,949 | 235,940 | 19,585,010 | 243,949 | 235,940 | 19,585,010 | 243,949 | 235,940 | 19,585,010 |
| 1910 | 19,702,980 | 15,173,122 | 22,343,390 | 14,616,393 | 22,296,520 | 15,106,490 | 335,639 | 338,515 | 15,173,122 | 335,639 | 338,515 | 15,173,122 | 335,639 | 338,515 | 15,173,122 |
| 1911 | 17,076,006 | 12,163,765 | 23,621,410 | 13,187,370 | 20,343,860 | 12,868,330 | 257,315 | 174,380 | 12,163,765 | 257,315 | 174,380 | 12,163,765 | 257,315 | 174,380 | 12,163,765 |
| 1912 | 30,541,673 | 21,196,225 | 25,973,030 | 15,231,215 | 21,529,690 | 14,130,325 | 186,663 | 80,430 | 21,196,225 | 186,663 | 80,430 | 21,196,225 | 186,663 | 80,430 | 21,196,225 |
| 1913 | 35,148,065 | 22,138,045 | 22,138,045 | 11,693,360 | 24,363,360 | 16,140,355 | 422,734 | 286,515 | 22,138,045 | 422,734 | 286,515 | 22,138,045 | 422,734 | 286,515 | 22,138,045 |
| 1914 | 53,565,047 | 26,635,870 | 17,163,825 | 10,739,410 | 24,944,600 | 20,116,250 | 589,600 | 288,150 | 26,635,870 | 589,600 | 288,150 | 26,635,870 | 589,600 | 288,150 | 26,635,870 |

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

| YEAR. | Wheat, bu. | | | Corn, bu. | | | Oats, bu. | | | Rye, bu. | | | Barley, bu. | | |
|-------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------|-----------|-----------|---------|-------------|-----------|---------|
| | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | | Receipts. | Shipm'ts. | |
| 1887 | 44,879 | 629,092 | 12,972 | 11,188 | 1905 | 3,695,637 | 353,514 | 970,806 | 84,086 | 41,193 | 188 | 188 | 41,193 | 188 | 188 |
| 1888 | 2,734,595 | 2,734,595 | 2,734,595 | 13,522 | 1906 | 3,789,708 | 269,684 | 75,496 | 29,503 | 12,537 | 12,537 | 12,537 | 29,503 | 12,537 | 12,537 |
| 1889 | 4,180,131 | 4,180,131 | 4,180,131 | 13,522 | 1907 | 2,643,894 | 97,266 | 950,345 | 3,507 | 178,020 | 178,020 | 178,020 | 3,507 | 178,020 | 178,020 |
| 1890 | 827,159 | 170,614 | 6,318 | 14,913 | 1908 | 3,932,014 | 632,466 | 1,046,852 | 30,361 | 83,680 | 83,680 | 83,680 | 30,361 | 83,680 | 83,680 |
| 1891 | 1,766,479 | 827,159 | 170,614 | 6,318 | 1909 | 2,476,980 | 923,940 | 360,674 | 7,510 | 42,385 | 42,385 | 42,385 | 7,510 | 42,385 | 42,385 |
| 1892 | 2,935,476 | 606,046 | 29,725 | 11,686 | 1910 | 2,878,321 | 231,121 | 854,876 | 4,408 | 110,408 | 110,408 | 110,408 | 4,408 | 110,408 | 110,408 |
| 1893 | 5,877,356 | 846,159 | 11,686 | 75,140 | 1911 | 3,563,841 | 182,248 | 318,073 | 19,307 | 100,660 | 100,660 | 100,660 | 19,307 | 100,660 | 100,660 |
| 1894 | 3,600,244 | 1,010,046 | 88,971 | 114,933 | 1912 | 3,563,841 | 182,248 | 318,073 | 19,307 | 100,660 | 100,660 | 100,660 | 19,307 | 100,660 | 100,660 |
| 1895 | 1,825,370 | 1,825,370 | 25,470 | 3,429 | 1913 | 3,563,841 | 182,248 | 318,073 | 19,307 | 100,660 | 100,660 | 100,660 | 19,307 | 100,660 | 100,660 |
| 1896 | 6,244,949 | 2,226,382 | 46,246 | 26,648 | 1914 | 3,563,841 | 182,248 | 318,073 | 19,307 | 100,660 | 100,660 | 100,660 | 19,307 | 100,660 | 100,660 |
| 1897 | 3,681,717 | 1,202,064 | 11,744 | 26,648 | | | | | | | | | | | |

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR AND GRAIN FOR TWO YEARS.

FLOUR.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|-----------|-----------|-----------------|-----------|-----------|
| Months. | 1913. | 1914. | Months. | 1913. | 1914. |
| January..... | 249,780 | 277,170 | January..... | 285,890 | 326,060 |
| February..... | 288,750 | 249,880 | February..... | 281,710 | 312,000 |
| March..... | 267,100 | 276,560 | March..... | 815,995 | 865,780 |
| April..... | 240,400 | 255,060 | April..... | 282,880 | 329,060 |
| May..... | 249,735 | 280,720 | May..... | 280,460 | 282,960 |
| June..... | 251,035 | 285,220 | June..... | 808,880 | 295,890 |
| July..... | 261,860 | 250,540 | July..... | 278,780 | 294,700 |
| August..... | 801,045 | 877,520 | August..... | 354,270 | 396,055 |
| September..... | 887,255 | 885,880 | September..... | 428,440 | 445,970 |
| October..... | 297,770 | 849,570 | October..... | 892,970 | 488,670 |
| November..... | 292,010 | 811,800 | November..... | 848,685 | 872,880 |
| December..... | 279,685 | 815,340 | December..... | 852,180 | 456,840 |
| Total bbls..... | 3,266,375 | 3,514,780 | Total bbls..... | 3,890,980 | 4,309,645 |

WHEAT.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|------------|------------|-----------------|------------|------------|
| Months. | 1913. | 1914. | Months. | 1913. | 1914. |
| January..... | 3,410,400 | 1,964,780 | January..... | 2,889,280 | 2,890,780 |
| February..... | 2,905,200 | 1,462,188 | February..... | 2,260,360 | 1,598,960 |
| March..... | 1,907,901 | 1,508,348 | March..... | 2,048,510 | 1,941,190 |
| April..... | 1,889,417 | 1,287,998 | April..... | 1,781,760 | 1,420,120 |
| May..... | 1,662,851 | 1,185,928 | May..... | 1,829,470 | 1,248,470 |
| June..... | 1,219,452 | 1,170,998 | June..... | 1,204,360 | 618,420 |
| July..... | 5,459,280 | 6,828,887 | July..... | 2,189,365 | 2,942,840 |
| August..... | 4,353,883 | 4,248,857 | August..... | 2,870,160 | 8,218,050 |
| September..... | 1,816,827 | 8,208,889 | September..... | 2,082,490 | 2,108,780 |
| October..... | 2,007,702 | 8,161,271 | October..... | 1,992,010 | 1,998,970 |
| November..... | 2,601,802 | 4,256,107 | November..... | 1,751,380 | 3,249,940 |
| December..... | 2,228,798 | 8,089,862 | December..... | 2,302,700 | 8,856,460 |
| By Wagon..... | 800,000 | 800,000 | | | |
| Total bushels.. | 31,258,471 | 38,569,047 | Total bushels.. | 26,148,065 | 25,626,870 |

CORN.

| RECEIPTS. | | | SHIPMENTS. | | |
|-----------------|------------|------------|-----------------|------------|------------|
| Months. | 1913. | 1914. | Months. | 1913. | 1914. |
| January..... | 2,526,000 | 2,056,900 | January..... | 1,705,680 | 1,152,220 |
| February..... | 8,806,000 | 1,699,200 | February..... | 1,805,980 | 862,440 |
| March..... | 1,806,525 | 1,855,375 | March..... | 971,990 | 1,016,640 |
| April..... | 2,172,800 | 1,010,480 | April..... | 1,216,400 | 971,400 |
| May..... | 2,875,700 | 1,501,325 | May..... | 1,188,810 | 906,870 |
| June..... | 9,306,750 | 1,688,880 | June..... | 1,246,850 | 1,213,550 |
| July..... | 1,041,875 | 1,045,750 | July..... | 908,550 | 924,440 |
| August..... | 1,520,050 | 1,559,800 | August..... | 668,270 | 1,018,790 |
| September..... | 1,858,225 | 909,800 | September..... | 683,180 | 569,660 |
| October..... | 1,198,080 | 1,008,000 | October..... | 442,550 | 621,710 |
| November..... | 981,580 | 1,086,345 | November..... | 868,270 | 539,870 |
| December..... | 1,710,710 | 1,584,000 | December..... | 497,698 | 944,820 |
| By Wagon..... | 400,000 | 200,000 | | | |
| Total bushels.. | 22,189,045 | 17,105,825 | Total bushels.. | 11,502,860 | 10,789,410 |

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.
OATS.

| RECEIPTS. | | | SHIPMENTS. | | |
|------------------|------------|------------|------------------|------------|------------|
| Months. | 1913. | 1914. | Months. | 1913. | 1914. |
| January..... | 2,895,800 | 2,705,700 | January..... | 2,107,890 | 2,309,830 |
| February..... | 2,058,700 | 1,667,500 | February..... | 1,375,150 | 1,502,040 |
| March..... | 1,507,900 | 2,878,100 | March..... | 1,238,005 | 2,204,070 |
| April..... | 1,280,350 | 1,460,800 | April..... | 1,153,610 | 1,726,010 |
| May..... | 1,655,800 | 1,870,000 | May..... | 1,127,740 | 1,595,270 |
| June..... | 1,756,100 | 1,978,800 | June..... | 882,010 | 1,529,800 |
| July..... | 1,515,680 | 2,122,850 | July..... | 847,855 | 1,243,790 |
| August..... | 2,979,800 | 2,487,850 | August..... | 1,562,885 | 2,310,860 |
| September..... | 2,424,100 | 2,555,850 | September..... | 1,608,710 | 1,518,830 |
| October..... | 2,412,800 | 1,898,900 | October..... | 1,670,260 | 1,391,210 |
| November..... | 2,123,800 | 2,017,900 | November..... | 1,849,190 | 1,536,180 |
| December..... | 1,584,700 | 1,660,900 | December..... | 1,872,080 | 1,325,410 |
| By Wagon..... | 400,000 | 200,000 | | | |
| Total bushels... | 24,868,480 | 24,944,650 | Total bushels... | 16,140,865 | 20,116,260 |

R Y E .

| RECEIPTS. | | | SHIPMENTS. | | |
|------------------|---------|---------|------------------|---------|---------|
| Months. | 1913. | 1914. | Months. | 1913. | 1914. |
| January..... | 17,600 | 25,400 | January..... | 28,250 | 10,888 |
| February..... | 18,200 | 2,300 | February..... | 20,430 | 13,710 |
| March..... | 16,500 | 2,950 | March..... | 14,610 | 2,870 |
| April..... | 11,100 | 9,900 | April..... | 7,890 | 7,490 |
| May..... | 4,400 | 6,600 | May..... | 6,110 | 12,060 |
| June..... | 8,800 | 15,100 | June..... | 6,820 | 9,160 |
| July..... | 85,280 | 80,000 | July..... | 11,685 | 29,280 |
| August..... | 118,740 | 91,500 | August..... | 87,840 | 53,470 |
| September..... | 75,900 | 82,150 | September..... | 60,170 | 44,740 |
| October..... | 68,064 | 84,100 | October..... | 88,610 | 18,920 |
| November..... | 19,800 | 44,000 | November..... | 7,020 | 40,960 |
| December..... | 68,900 | 45,100 | December..... | 7,120 | 44,770 |
| Total bushels... | 432,784 | 589,000 | Total bushels... | 296,515 | 268,180 |

BARLEY.

| RECEIPTS. | | | SHIPMENTS. | | |
|------------------|-----------|-----------|------------------|---------|---------|
| Months. | 1913. | 1914. | Months. | 1913. | 1914. |
| January..... | 225,600 | 225,840 | January..... | 13,450 | 27,720 |
| February..... | 216,000 | 212,800 | February..... | | 22,180 |
| March..... | 178,000 | 156,750 | March..... | 8,900 | 80,950 |
| April..... | 14,750 | 86,000 | April..... | 2,680 | 23,530 |
| May..... | 8,000 | 80,400 | May..... | 8,740 | 58,180 |
| June..... | 46,870 | 102,400 | June..... | 1,250 | 63,190 |
| July..... | 35,840 | 84,800 | July..... | 4,890 | 22,370 |
| August..... | 152,820 | 87,750 | August..... | 8,160 | 11,060 |
| September..... | 503,800 | 260,800 | September..... | 17,460 | 12,260 |
| October..... | 503,800 | 351,200 | October..... | 22,600 | 66,520 |
| November..... | 497,200 | 421,600 | November..... | 12,480 | 18,550 |
| December..... | 811,450 | 804,200 | December..... | 5,160 | 10,690 |
| Total bushels... | 2,254,964 | 2,390,580 | Total bushels... | 100,060 | 560,280 |

RECEIPTS OF WHEAT AT ST. LOUIS.

| YEAR. | AUGUST—BUSH. | JULY—BUSH. | TOTAL. TWO MONTHS. BUSH. |
|-------|--------------|------------|--------------------------------|
| 1914. | 4,245,857 | 6,829,867 | 11,075,224 |
| 1913 | 4,855,683 | 5,455,290 | 9,505,923 |
| 1912. | 8,289,898 | 4,084,861 | 12,328,254 |
| 1911 | 1,732,819 | 4,688,260 | 6,410,581 |
| 1910. | 4,327,111 | 2,087,779 | 6,414,890 |
| 1909. | 5,376,648 | 2,756,150 | 8,082,798 |
| 1908. | 2,885,102 | 3,140,505 | 6,025,607 |
| 1907. | 4,178,229 | 2,086,876 | 6,210,105 |
| 1906. | 2,896,795 | 5,237,182 | 5,573,977 |
| 1905. | 3,522,854 | 4,575,014 | 7,700,868 |
| 1904. | 4,623,383 | 2,194,724 | 6,818,107 |
| 1903. | 2,658,982 | 2,968,198 | 5,525,125 |
| 1902. | 6,248,847 | 5,944,122 | 12,277,469 |
| 1901. | 8,903,249 | 5,591,140 | 9,424,869 |
| 1900. | 4,780,084 | 4,180,881 | 8,960,965 |
| 1899. | 2,107,170 | 1,929,118 | 4,086,298 |
| 1898. | 1,594,952 | 1,110,280 | 2,705,182 |
| 1897. | 2,689,971 | 1,261,528 | 3,901,499 |
| 1896. | 8,097,790 | 2,265,192 | 5,859,982 |
| 1895. | 2,853,592 | 1,902,850 | 4,255,042 |
| 1894. | 2,331,038 | 3,848,303 | 5,679,841 |
| 1893. | 2,486,228 | 2,207,104 | 4,693,382 |

RECEIPTS OF WHEAT BY CROP YEARS.

| Bushels. | | Bushels. | |
|---------------------------|--------------|---------------------------|--------------|
| Year ending June 30, 1901 | 23 211, 245 | Year ending June 30, 1908 | 19 048, 835 |
| " " " 1902 | 19 832, 546 | " " " 1909 | 17 638, 535 |
| " " " 1903 | 52, 869, 571 | " " " 1910 | 22, 661, 890 |
| " " " 1904 | 24, 238, 889 | " " " 1911 | 20, 126, 698 |
| " " " 1905 | 20, 955, 896 | " " " 1912 | 15, 385, 815 |
| " " " 1906 | 21, 607, 870 | " " " 1913 | 88, 792, 450 |
| " " " 1907 | 16, 899, 538 | " " " 1914 | 20, 238, 650 |

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 3 Oats and No. 2 Rye, during 1914:

| | No. 2 Red Wheat. | No. 2 Hard Wheat. | No. 2 Corn. | No. 2 White Oats. | No. 2 Rye. |
|-----------------|---------------------|----------------------|----------------|----------------------|---------------|
| January | 99½ | 94 | 68 | 40½ | 61 |
| | 98 | 87 | 63½ | 38 | 60 |
| February | 95½ | 94½ | 66½ | 41 | 61 |
| | 91 | 89½ | 64 | 39 | 60 |
| March | 86½ | 95½ | 72 | 41½ | 68 |
| | 92 | 89½ | 71½ | 39½ | 61 |
| April | 96 | 98 | 68½ | 41½ | 62½ |
| | 92 | 89½ | 68½ | 38 | 60 |
| May | 98½ | 98 | 78 | 41½ | ..... |
| | 98 | 91 | 69½ | 38½ | ..... |
| June | 97 | 98½ | 78½ | 49½ | 65 |
| | 75½ | 78½ | 68½ | 87 | 62 |
| July | 91 | 98 | 71½ | 89½ | 72 |
| | 76 | 78½ | 67 | 85 | 61½ |
| August | 1 14 | 1 14 | 87 | 51 | 99 |
| | 80 | 79½ | 77½ | 84½ | 75 |
| September | 1 18½ | 1 20 | 82½ | 52½ | 1 00 |
| | 1 01½ | 1 02 | 77½ | 45½ | 98 |
| October | 1 14 | 1 14½ | 78½ | 49½ | 91 |
| | 1 01 | 1 01 | 70 | 44 | 86 |
| November | 1 15 | 1 15 | 80 | 49½ | 1 06½ |
| | 1 08 | 1 10 | 68 | 46½ | 98 |
| December | 1 27½ | 1 27½ | 68½ | 50½ | 1 10 |
| | 1 12½ | 1 14 | 62 | 47½ | 1 06½ |

EXTREME RANGE for the year:

| | | | | | |
|--------------|-------|-------|----|-----|------|
| Highest..... | 1 27½ | 1 27½ | 87 | 53½ | 1 10 |
| Lowest..... | 75¼ | 76½ | 62 | 81½ | 60 |

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
 TWENTY-SEVEN YEARS.

| YEAR. | RECEIPTS. | | YEAR. | SHIPMENTS. | |
|-------|-----------|----------------|-------|------------|----------------|
| | In Sacks. | In Bulk, Cars. | | In Sacks. | In Bulk, Cars. |
| 1914 | 826,070 | 298 | 1914 | 1,489,545 | 269 |
| 1918 | 1,134,990 | 872 | 1918 | 5,227,465 | 4,865 |
| 1912 | 1,146,570 | 1,720 | 1912 | 2,234,935 | 7,519 |
| 1911 | 972,580 | 1,262 | 1911 | 2,104,975 | 6,297 |
| 1910 | 1,394,545 | 1,001 | 1910 | 2,149,950 | 3,714 |
| 1909 | 1,258,310 | 761 | 1909 | 2,642,570 | 5,382 |
| 1908 | 1,450,220 | 564 | 1908 | 2,578,980 | 4,077 |
| 1907 | 1,497,755 | 957 | 1907 | 1,947,890 | 4,434 |
| 1906 | 1,907,170 | 909 | 1906 | 1,292,940 | 1,851 |
| 1905 | 1,009,150 | 1,065 | 1905 | 1,122,145 | 1,096 |
| 1904 | 1,568,410 | 669 | 1904 | 1,874,070 | 1,312 |
| 1903 | 1,823,740 | 486 | 1903 | 1,981,598 | 690 |
| 1902 | 1,250,360 | 358 | 1902 | 1,206,460 | 821 |
| 1901 | 740,088 | 488 | 1901 | 841,665 | 1,552 |
| 1900 | 848,090 | 400 | 1900 | 1,078,887 | 808 |
| 1899 | 1,085,542 | 469 | 1899 | 936,685 | 1,260 |
| 1898 | 676,911 | 562 | 1898 | 579,690 | 809 |
| 1897 | 306,795 | 464 | 1897 | 651,309 | 662 |
| 1896 | 557,233 | 472 | 1896 | 1,000,575 | 446 |
| 1895 | 434,868 | 267 | 1895 | 707,787 | 840 |
| 1894 | 890,111 | 480 | 1894 | 763,483 | 852 |
| 1893 | 378,848 | 633 | 1893 | 743,098 | 1,011 |
| 1892 | 268,152 | 842 | 1892 | 746,646 | 765 |
| 1891 | 320,665 | 941 | 1891 | 506,321 | 908 |
| 1890 | 149,432 | 905 | 1890 | 891,539 | 736 |
| 1889 | 145,010 | 940 | 1889 | 814,474 | 820 |
| 1888 | 171,145 | 560 | 1888 | 622,650 | 558 |

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED,
 MIDDINGS AND SHIPSTUFFS FOR 1914.

| MONTHS. | BRAN, | | MIXED FEED, | MIDDINGS. | SHIPSTUFFS AND SHORTS. |
|-----------|--------------|-------|--------------|--------------|---------------------------|
| | PER 100 LBS. | | PER 100 LBS. | PER 100 LBS. | PER 100 LBS. |
| January | \$1.10 | @1.25 | \$1.14 | @1.27 | \$1.20 @1.40 |
| February | 1.18 | 1.24 | 1.24 | 1.28 | 1.22 1.35 |
| March | 1.20 | 1.33 | 1.23 | 1.35 | 1.22 1.45 |
| April | 1.23 | 1.33 | 1.27 | 1.32 | 1.30 1.45 |
| May | 1.20 | 1.33 | 1.28 | 1.35 | 1.22 1.45 |
| June | .88 | 1.17 | 1.00 | 1.20 | 1.08 1.45 |
| July | .88 | 1.06 | 1.00 | 1.10 | 1.12 1.40 |
| August | 1.03 | 1.25 | 1.17 | 1.32 | 1.30 1.55 |
| September | .98 | 1.18 | 1.05 | 1.22 | 1.20 1.55 |
| October | .95 | 1.07 | 1.00 | 1.10 | 1.10 1.42 |
| November | 1.01 | 1.13 | 1.10 | 1.17 | 1.18 1.50 |
| December | 1.05 | 1.18 | 1.14 | 1.17 | 1.25 1.55 |
| | | | | | 1.22 1.35 |

DAILY RANGE DURING JANUARY, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1914 | WHEAT. | | | | CORN. | | | | OATS. | | | R.YE. | |
|------|---------------|------------|---------------|-----------------|--------|--------|-----------------|--------|-----------------|-----------------|--------|-------|-------|
| | No. 2 RED. | No. 2 Hard | JULY. | | No. 2. | MAY. | | JULY. | No. 3 W. | MAY. | | | JULY. |
| | | | | | | | | | | | | | |
| 2 | 94 1/4 @ 98 | 97 | 91 1/4 @ 92 | 85 1/4 @ 85 1/4 | 67 | 71 | 69 1/4 @ 70 1/4 | 40 | 40 1/2 @ 41 1/4 | 41 1/4 @ 42 1/4 | 41 1/4 | 60 | |
| 3 | 96 1/4 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 68 | 70 1/4 | 69 1/4 69 1/4 | 39 1/4 | 40 1/4 40 1/4 | 41 1/4 41 1/4 | 41 1/4 | 61 | |
| 5 | 97 1/2 98 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 68 | 70 1/4 | 69 1/4 69 1/4 | 39 1/4 | 40 1/4 40 1/4 | 41 1/4 41 1/4 | 41 1/4 | 61 | |
| 6 | 96 1/4 98 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 67 | 69 1/4 | 68 1/4 68 1/4 | 38 1/4 | 39 1/4 39 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 7 | 96 1/4 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 67 | 69 1/4 | 68 1/4 68 1/4 | 38 1/4 | 39 1/4 39 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 8 | 97 1/2 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 66 | 68 1/4 | 67 1/4 67 1/4 | 37 1/4 | 38 1/4 38 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 9 | 97 1/2 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 66 | 68 1/4 | 67 1/4 67 1/4 | 37 1/4 | 38 1/4 38 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 10 | 97 1/2 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 65 | 67 1/4 | 66 1/4 66 1/4 | 36 1/4 | 37 1/4 37 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 12 | 96 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 65 | 67 1/4 | 66 1/4 66 1/4 | 36 1/4 | 37 1/4 37 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 13 | 97 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 65 | 67 1/4 | 66 1/4 66 1/4 | 36 1/4 | 37 1/4 37 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 14 | 96 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 65 | 67 1/4 | 66 1/4 66 1/4 | 36 1/4 | 37 1/4 37 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 15 | 96 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 65 | 67 1/4 | 66 1/4 66 1/4 | 36 1/4 | 37 1/4 37 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 16 | 96 98 1/4 | 97 1/2 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 65 | 67 1/4 | 66 1/4 66 1/4 | 36 1/4 | 37 1/4 37 1/4 | 40 1/4 40 1/4 | 40 1/4 | 60 | |
| 17 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 18 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 19 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 20 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 21 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 22 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 23 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 24 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 25 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 26 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 27 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 28 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 29 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 30 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |
| 31 | 94 96 1/4 | 96 1/4 | 91 1/4 92 1/4 | 85 1/4 86 1/4 | 64 1/4 | 66 1/4 | 65 1/4 65 1/4 | 35 1/4 | 36 1/4 36 1/4 | 40 1/4 40 1/4 | 40 1/4 | 61 | |

Quotations for July Oats and No. 2 Rye mainly nominal—seldom traded in.

**DAILY RANGE DURING FEBRUARY, 1914, ON CASH No. 2 WHEAT, No. 3 CORN, No. 3 W. OATS, No. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

| WHEAT. | | | | CORN. | | | | OATS. | | | RYE. |
|---------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-----------------|-----------------|--------|
| No. 2 Red. | No. 2 Hard | MAY. | JULY. | No. 2. | MAY. | JULY. | SEPT. | No. 3 W. | MAY. | JULY. | No. 2. |
| 1914 | | | | | | | | | | | |
| 2..92 @ 95 | 98 1/2 @ 93 | 917 1/2 @ | 86 1/2 @ 86 1/2 | 65 1/2 @ 65 1/2 | 68 1/2 @ 68 1/2 | 66 1/2 @ 66 1/2 | 67 1/2 @ 67 1/2 | 39 1/2 @ 40 | 39 1/2 @ 39 1/2 | 39 1/2 @ 39 1/2 | 60 |
| 3..92 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 4..92 94 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 5..92 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 6..91 95 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 7..93 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 9..93 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 10..92 1/2 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 11..92 1/2 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 12..92 1/2 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 13..92 1/2 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 14..92 1/2 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 15..92 1/2 95 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 16..93 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 17..93 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 18..95 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 19..95 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 20..93 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 21..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 22..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 23..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 24..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 25..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 26..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 27..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |
| 28..94 96 1/2 | 98 1/2 93 | 917 1/2 917 1/2 | 86 1/2 86 1/2 | 65 65 | 68 68 | 66 66 | 67 67 | 39 1/2 40 | 39 1/2 39 1/2 | 39 1/2 39 1/2 | 60 |

DAILY RANGE DURING MAY, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1914. | WHEAT. | | | | | CORN. | | | | | OATS. | | |
|---------|------------|------------|------|----|-------|-------|--------|------|-------|-------|----------|------|-------|
| | No. 2 RED. | No. 2 Hard | MAY. | | JULY. | SEPT. | No. 2. | MAY. | JULY. | SEPT. | No. 2 W. | MAY. | JULY. |
| | | | | | | | | | | | | | |
| 1..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 2..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 3..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 4..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 5..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 6..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 7..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 8..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 9..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 10..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 11..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 12..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 13..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 14..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 15..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 16..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 17..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 18..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 19..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 20..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 21..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 22..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 23..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 24..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 25..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 26..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 27..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 28..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 29..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |
| 30..... | 94 | 94 | 91 | 91 | 82 | 82 | 70 | 67 | 66 | 55 | 40 | 38 | 36 |

September Oats—36½, 35½, 35c, 35½@35½c, 36½@36½c, 37½@37½c, 38c.

THE CITY OF ST. LOUIS.

**DAILY RANGE DURING JUNE, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON
ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

| 1914. | WHEAT. | | | | CORN. | | | | OATS. | | | |
|---------|------------|-------------|-----------|-----------|-----------|----------|----------|----------|----------|-------------|----------|----------|
| | No. 2 Red. | No. 2 Hard. | JULY. | SEPT. | DEC. | No. 2. | JULY. | SEPT. | DEC. | No. 3 W. | JULY. | SEPT. |
| | | | | | | | | | | | | |
| 1..... | 93 1/2 @ | 92 1/2 @ | 81 1/2 @ | 83 1/2 @ | 83 1/2 @ | 70 @ | 69 1/2 @ | 67 1/2 @ | 65 1/2 @ | 40 @ 40 1/2 | 39 1/2 @ | 37 1/2 @ |
| 2..... | 93 1/2 @ | 92 1/2 @ | 81 1/2 @ | 83 1/2 @ | 83 1/2 @ | 71 @ | 70 1/2 @ | 69 1/2 @ | 67 1/2 @ | 40 1/2 @ | 39 1/2 @ | 37 1/2 @ |
| 3..... | 94 @ | 93 1/2 @ | 82 1/2 @ | 84 1/2 @ | 84 1/2 @ | 71 1/2 @ | 70 1/2 @ | 69 1/2 @ | 67 1/2 @ | 40 1/2 @ | 39 1/2 @ | 37 1/2 @ |
| 4..... | 94 1/2 @ | 93 1/2 @ | 83 1/2 @ | 85 1/2 @ | 85 1/2 @ | 72 @ | 71 1/2 @ | 70 1/2 @ | 68 1/2 @ | 40 1/2 @ | 39 1/2 @ | 37 1/2 @ |
| 5..... | 95 @ | 94 1/2 @ | 84 1/2 @ | 86 1/2 @ | 86 1/2 @ | 72 1/2 @ | 71 1/2 @ | 70 1/2 @ | 69 1/2 @ | 41 1/2 @ | 40 1/2 @ | 38 1/2 @ |
| 6..... | 95 1/2 @ | 94 1/2 @ | 85 1/2 @ | 87 1/2 @ | 87 1/2 @ | 73 @ | 72 1/2 @ | 71 1/2 @ | 69 1/2 @ | 41 1/2 @ | 40 1/2 @ | 38 1/2 @ |
| 7..... | 96 @ | 95 1/2 @ | 86 1/2 @ | 88 1/2 @ | 88 1/2 @ | 73 1/2 @ | 72 1/2 @ | 71 1/2 @ | 69 1/2 @ | 42 @ | 41 1/2 @ | 39 1/2 @ |
| 8..... | 96 1/2 @ | 96 @ | 87 1/2 @ | 89 1/2 @ | 89 1/2 @ | 74 @ | 73 1/2 @ | 72 1/2 @ | 70 1/2 @ | 42 1/2 @ | 41 1/2 @ | 39 1/2 @ |
| 9..... | 97 @ | 96 1/2 @ | 88 1/2 @ | 90 1/2 @ | 90 1/2 @ | 74 1/2 @ | 73 1/2 @ | 72 1/2 @ | 70 1/2 @ | 43 @ | 42 1/2 @ | 40 1/2 @ |
| 10..... | 97 1/2 @ | 97 1/2 @ | 89 1/2 @ | 91 1/2 @ | 91 1/2 @ | 75 @ | 74 1/2 @ | 73 1/2 @ | 71 1/2 @ | 43 1/2 @ | 43 @ | 41 1/2 @ |
| 11..... | 98 @ | 97 1/2 @ | 90 1/2 @ | 92 1/2 @ | 92 1/2 @ | 75 1/2 @ | 74 1/2 @ | 73 1/2 @ | 71 1/2 @ | 44 @ | 43 1/2 @ | 41 1/2 @ |
| 12..... | 98 1/2 @ | 98 @ | 91 1/2 @ | 93 1/2 @ | 93 1/2 @ | 76 @ | 75 1/2 @ | 74 1/2 @ | 72 1/2 @ | 44 1/2 @ | 44 1/2 @ | 42 1/2 @ |
| 13..... | 99 @ | 98 1/2 @ | 92 1/2 @ | 94 1/2 @ | 94 1/2 @ | 76 1/2 @ | 75 1/2 @ | 74 1/2 @ | 72 1/2 @ | 45 @ | 44 1/2 @ | 42 1/2 @ |
| 14..... | 99 1/2 @ | 99 @ | 93 1/2 @ | 95 1/2 @ | 95 1/2 @ | 77 @ | 76 1/2 @ | 75 1/2 @ | 73 1/2 @ | 45 1/2 @ | 45 1/2 @ | 43 1/2 @ |
| 15..... | 100 @ | 99 1/2 @ | 94 1/2 @ | 96 1/2 @ | 96 1/2 @ | 77 1/2 @ | 76 1/2 @ | 75 1/2 @ | 73 1/2 @ | 46 @ | 45 1/2 @ | 44 @ |
| 16..... | 100 1/2 @ | 100 @ | 95 1/2 @ | 97 1/2 @ | 97 1/2 @ | 78 @ | 77 1/2 @ | 76 1/2 @ | 74 1/2 @ | 46 1/2 @ | 46 1/2 @ | 44 1/2 @ |
| 17..... | 101 @ | 100 1/2 @ | 96 1/2 @ | 98 1/2 @ | 98 1/2 @ | 78 1/2 @ | 77 1/2 @ | 76 1/2 @ | 74 1/2 @ | 47 @ | 46 1/2 @ | 45 @ |
| 18..... | 101 1/2 @ | 101 @ | 97 1/2 @ | 99 1/2 @ | 99 1/2 @ | 79 @ | 78 1/2 @ | 77 1/2 @ | 75 1/2 @ | 47 1/2 @ | 47 1/2 @ | 45 1/2 @ |
| 19..... | 102 @ | 101 1/2 @ | 98 1/2 @ | 100 1/2 @ | 100 1/2 @ | 79 1/2 @ | 78 1/2 @ | 77 1/2 @ | 75 1/2 @ | 48 @ | 47 1/2 @ | 46 @ |
| 20..... | 102 1/2 @ | 102 @ | 99 1/2 @ | 101 1/2 @ | 101 1/2 @ | 80 @ | 79 1/2 @ | 78 1/2 @ | 76 1/2 @ | 48 1/2 @ | 48 1/2 @ | 46 1/2 @ |
| 21..... | 103 @ | 102 1/2 @ | 100 1/2 @ | 102 1/2 @ | 102 1/2 @ | 80 1/2 @ | 79 1/2 @ | 78 1/2 @ | 76 1/2 @ | 49 @ | 48 1/2 @ | 47 @ |
| 22..... | 103 1/2 @ | 103 @ | 101 1/2 @ | 103 1/2 @ | 103 1/2 @ | 81 @ | 80 1/2 @ | 79 1/2 @ | 77 1/2 @ | 49 1/2 @ | 49 1/2 @ | 47 1/2 @ |
| 23..... | 104 @ | 103 1/2 @ | 102 1/2 @ | 104 1/2 @ | 104 1/2 @ | 81 1/2 @ | 80 1/2 @ | 79 1/2 @ | 77 1/2 @ | 50 @ | 49 1/2 @ | 48 @ |
| 24..... | 104 1/2 @ | 104 @ | 103 1/2 @ | 105 1/2 @ | 105 1/2 @ | 82 @ | 81 1/2 @ | 80 1/2 @ | 78 1/2 @ | 50 1/2 @ | 50 1/2 @ | 48 1/2 @ |
| 25..... | 105 @ | 104 1/2 @ | 104 1/2 @ | 106 1/2 @ | 106 1/2 @ | 82 1/2 @ | 81 1/2 @ | 80 1/2 @ | 78 1/2 @ | 51 @ | 50 1/2 @ | 49 @ |
| 26..... | 105 1/2 @ | 105 @ | 105 1/2 @ | 107 1/2 @ | 107 1/2 @ | 83 @ | 82 1/2 @ | 81 1/2 @ | 79 1/2 @ | 51 1/2 @ | 51 1/2 @ | 49 1/2 @ |
| 27..... | 106 @ | 105 1/2 @ | 106 1/2 @ | 108 1/2 @ | 108 1/2 @ | 83 1/2 @ | 82 1/2 @ | 81 1/2 @ | 79 1/2 @ | 52 @ | 51 1/2 @ | 50 @ |
| 28..... | 106 1/2 @ | 106 @ | 107 1/2 @ | 109 1/2 @ | 109 1/2 @ | 84 @ | 83 1/2 @ | 82 1/2 @ | 80 1/2 @ | 52 1/2 @ | 52 1/2 @ | 50 1/2 @ |
| 29..... | 107 @ | 106 1/2 @ | 108 1/2 @ | 110 1/2 @ | 110 1/2 @ | 84 1/2 @ | 83 1/2 @ | 82 1/2 @ | 80 1/2 @ | 53 @ | 52 1/2 @ | 51 @ |
| 30..... | 107 1/2 @ | 107 @ | 109 1/2 @ | 111 1/2 @ | 111 1/2 @ | 85 @ | 84 1/2 @ | 83 1/2 @ | 81 1/2 @ | 53 1/2 @ | 53 1/2 @ | 51 1/2 @ |

*Outside price for first car 1914 crop, from Charleston, Mo., sold at 97¢ 87 1/2¢. May ranged at 85¢ (opening June 17) to 89 1/2¢ to 84 1/2¢.
No. 3 rye at 82¢ to 86¢.

DAILY RANGE DURING JULY, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON
ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1914 | WHEAT. | | | | | CORN. | | | | | OATS. | | |
|------|------------|---------|------------|---------|-------|-------|-------|--------|-------|-------|-------|----------|-------|
| | No. 2 RED. | | 2 HARD. | | JULY. | SEPT. | DEC. | No. 2. | JULY. | SEPT. | DEC. | No. 3 W. | JULY. |
| | No. 2 RED. | 2 HARD. | No. 2 RED. | 2 HARD. | | | | | | | | | SEPT. |
| 1.. | 76½ @ | 77 ①98 | 74½ @ | 75½ | 75½ @ | 75½ | 77½ @ | 78½ @ | 65½ @ | 65½ @ | 54½ @ | 37 @37½ | 35½ |
| 2.. | 77 77½ | 77 90 | 75½ | 76½ | 76½ | 77 | 78½ | 79½ | 66½ | 66½ | 54½ | 37½ | 35½ |
| 3.. | 77 78½ | 78 92 | 76 | 76½ | 76½ | 77½ | 78½ | 79½ | 67 | 67 | 54½ | 37½ | 35½ |
| 6.. | 77 78½ | 78 95 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 67½ | 67½ | 54½ | 37½ | 35½ |
| 7.. | 77 79½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 68 | 68 | 54½ | 37½ | 35½ |
| 8.. | 77 80 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 68½ | 68½ | 54½ | 37½ | 35½ |
| 9.. | 77 80½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 69 | 69 | 54½ | 37½ | 35½ |
| 10.. | 77 81 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 69½ | 69½ | 54½ | 37½ | 35½ |
| 11.. | 77 81½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 70 | 70 | 54½ | 37½ | 35½ |
| 12.. | 77 82 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 70½ | 70½ | 54½ | 37½ | 35½ |
| 13.. | 77 82½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 71 | 71 | 54½ | 37½ | 35½ |
| 14.. | 77 83 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 71½ | 71½ | 54½ | 37½ | 35½ |
| 15.. | 77 83½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 72 | 72 | 54½ | 37½ | 35½ |
| 16.. | 77 84 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 72½ | 72½ | 54½ | 37½ | 35½ |
| 17.. | 77 84½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 73 | 73 | 54½ | 37½ | 35½ |
| 18.. | 77 85 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 73½ | 73½ | 54½ | 37½ | 35½ |
| 19.. | 77 85½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 74 | 74 | 54½ | 37½ | 35½ |
| 20.. | 77 86 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 74½ | 74½ | 54½ | 37½ | 35½ |
| 21.. | 77 86½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 75 | 75 | 54½ | 37½ | 35½ |
| 22.. | 77 87 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 75½ | 75½ | 54½ | 37½ | 35½ |
| 23.. | 77 87½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 76 | 76 | 54½ | 37½ | 35½ |
| 24.. | 77 88 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 76½ | 76½ | 54½ | 37½ | 35½ |
| 25.. | 77 88½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 77 | 77 | 54½ | 37½ | 35½ |
| 26.. | 77 89 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 77½ | 77½ | 54½ | 37½ | 35½ |
| 27.. | 77 89½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 78 | 78 | 54½ | 37½ | 35½ |
| 28.. | 77 90 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 78½ | 78½ | 54½ | 37½ | 35½ |
| 29.. | 77 90½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 79 | 79 | 54½ | 37½ | 35½ |
| 30.. | 77 91 | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 79½ | 79½ | 54½ | 37½ | 35½ |
| 31.. | 77 91½ | 78 96 | 76½ | 77½ | 77½ | 78½ | 79½ | 80½ | 80 | 80 | 54½ | 37½ | 35½ |

No. 2 rye at 82½@84½c to 86c to 72c. May Wheat at 82½@84½c-82½c to 88½c-88½c to 86c to 85c.

DAILY RANGE DURING AUGUST, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1914. | WHEAT. | | | | | CORN. | | | | | OATS. | | | | |
|-------|------------|----|------------|----|------|-------|--------|-----|-------|------|-------|----------|----|-------|------|
| | No. 3 RED. | | No. 3 Hard | | MAY. | DEO. | No. 2. | | SEPT. | DEC. | MAY. | No. 3 W. | | SEPT. | DEO. |
| | @ | 81 | 82 | 83 | | | 77½ | 78½ | | | | 35 | 36 | | |
| 1... | 81 | 81 | 81 | 81 | 84 | 88½ | 77½ | 78½ | 79½ | 81½ | 86 | 35 | 36 | 35½ | 38 |
| 2... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 3... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 4... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 5... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 6... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 7... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 8... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 9... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 10... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 11... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 12... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 13... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 14... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 15... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 16... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 17... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 18... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 19... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 20... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 21... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 22... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 23... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 24... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 25... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 26... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 27... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 28... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 29... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 30... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |
| 31... | 80 | 80 | 80 | 80 | 84 | 88½ | 78½ | 79½ | 80½ | 81½ | 86 | 34½ | 35 | 35½ | 37 |

December No. 2 Red 91½c to \$1.00 to \$1.16½ to \$1.17½.

No. 2 Rye 76c to 80c.

May Oats 46c to 50½c.

DAILY RANGE DURING SEPTEMBER, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 914 | WHEAT. | | | CORN. | | | | | OATS. | | | | | | | | |
|-----|------------|------------|-------|-------|-------|--------|-------|-------|--------|----------|-------|------|-------|-----|-------|-----|-------|
| | No. 2 RED. | No. 2 Hard | SEPT. | DEC. | MAY. | No. 2. | SEPT. | DEC. | MAY. | No. 2 W. | DEC. | MAY. | | | | | |
| | | | | | | | | | | | | | | | | | |
| 110 | @ 112½ | 109 | @ 114 | 1107½ | @ 111 | 1107½ | @ 114 | 1117½ | @ 120½ | 79 | @ 79½ | 78½ | @ 79½ | 51½ | @ 52½ | 53½ | @ 55½ |
| 111 | 115 | 109 | 1106½ | 111½ | 116½ | 118½ | 120½ | 79½ | 80½ | 79 | 51½ | 53½ | 53½ | 53½ | 53½ | 53½ | 53½ |
| 112 | 114 | 115 | 111½ | 113½ | 116½ | 121 | 123½ | 79½ | 80½ | 78 | 50½ | 53½ | 53½ | 53½ | 53½ | 53½ | 53½ |
| 113 | 118½ | 116 | 117½ | 117½ | 122½ | 124½ | 128½ | 81½ | 82½ | 80 | 51½ | 54½ | 54½ | 54½ | 54½ | 54½ | 54½ |
| 114 | 118½ | 118 | 118½ | 118½ | 123½ | 125½ | 129½ | 82½ | 83½ | 80 | 51½ | 55½ | 55½ | 55½ | 55½ | 55½ | 55½ |
| 115 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 116 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 117 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 118 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 119 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 120 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 121 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 122 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 123 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 124 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 125 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 126 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 127 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 128 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 129 | 116½ | 112½ | 118 | 115 | 116½ | 122½ | 126½ | 81 | 81½ | 79 | 51½ | 56½ | 56½ | 56½ | 56½ | 56½ | 56½ |
| 130 | 102½ | 104 | 102½ | 104 | 102½ | 104 | 102½ | 104 | 102½ | 104 | 46½ | 47½ | 47½ | 46½ | 47½ | 47½ | 50½ |

No. 2 Red—Dec. \$1.15—\$1.25—\$1.05X—\$1.14X—\$1.07X—\$1.10X—\$1.14X—\$1.18—\$1.14X. Sept. Oats at 48¢@51¢c—45¢@47¢c—35c. No. 2 rye at \$1.00 to 86¢@83¢c.

DAILY RANGE DURING OCTOBER, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1914 | WHEAT. | | | | CORN. | | | | OATS. | | | RYE. | |
|---------|------------|-------------|-------------|-------------|-----------|-----------|--------|----------|--------|----------|-----------------|--------|--------|
| | No. 2 Red. | | No. 2 Hard. | | DEC. | MAY. | No. 2. | DEC. | MAY. | No. 3 W. | DEC. | MAY. | No. 2. |
| | No. 2 Red. | No. 2 Hard. | No. 2 Red. | No. 2 Hard. | | | | | | | | | |
| 1..... | 102 @ | 104 | 102 @ | 104 | 104 1/4 @ | 113 1/4 @ | 71 1/4 | 65 1/4 @ | 67 1/4 | 45 | 46 1/4 @ 47 1/4 | 50 | 59 1/4 |
| 2..... | 101 | 103 1/2 | 101 | 103 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 44 | 46 1/4 | 50 1/4 | 59 1/4 |
| 3..... | 102 1/2 | 104 | 102 1/2 | 104 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 43 | 46 1/4 | 50 1/4 | 59 1/4 |
| 4..... | 103 | 105 1/2 | 103 | 105 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 42 | 46 1/4 | 50 1/4 | 59 1/4 |
| 5..... | 104 | 106 1/2 | 104 | 106 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 41 | 46 1/4 | 50 1/4 | 59 1/4 |
| 6..... | 105 | 107 1/2 | 105 | 107 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 40 | 46 1/4 | 50 1/4 | 59 1/4 |
| 7..... | 106 | 108 1/2 | 106 | 108 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 39 | 46 1/4 | 50 1/4 | 59 1/4 |
| 8..... | 107 | 109 1/2 | 107 | 109 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 38 | 46 1/4 | 50 1/4 | 59 1/4 |
| 9..... | 108 | 110 1/2 | 108 | 110 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 37 | 46 1/4 | 50 1/4 | 59 1/4 |
| 10..... | 109 | 111 1/2 | 109 | 111 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 36 | 46 1/4 | 50 1/4 | 59 1/4 |
| 11..... | 110 | 112 1/2 | 110 | 112 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 35 | 46 1/4 | 50 1/4 | 59 1/4 |
| 12..... | 111 | 113 1/2 | 111 | 113 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 34 | 46 1/4 | 50 1/4 | 59 1/4 |
| 13..... | 112 | 114 1/2 | 112 | 114 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 33 | 46 1/4 | 50 1/4 | 59 1/4 |
| 14..... | 113 | 115 1/2 | 113 | 115 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 32 | 46 1/4 | 50 1/4 | 59 1/4 |
| 15..... | 114 | 116 1/2 | 114 | 116 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 31 | 46 1/4 | 50 1/4 | 59 1/4 |
| 16..... | 115 | 117 1/2 | 115 | 117 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 30 | 46 1/4 | 50 1/4 | 59 1/4 |
| 17..... | 116 | 118 1/2 | 116 | 118 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 29 | 46 1/4 | 50 1/4 | 59 1/4 |
| 18..... | 117 | 119 1/2 | 117 | 119 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 28 | 46 1/4 | 50 1/4 | 59 1/4 |
| 19..... | 118 | 120 1/2 | 118 | 120 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 27 | 46 1/4 | 50 1/4 | 59 1/4 |
| 20..... | 119 | 121 1/2 | 119 | 121 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 26 | 46 1/4 | 50 1/4 | 59 1/4 |
| 21..... | 120 | 122 1/2 | 120 | 122 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 25 | 46 1/4 | 50 1/4 | 59 1/4 |
| 22..... | 121 | 123 1/2 | 121 | 123 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 24 | 46 1/4 | 50 1/4 | 59 1/4 |
| 23..... | 122 | 124 1/2 | 122 | 124 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 23 | 46 1/4 | 50 1/4 | 59 1/4 |
| 24..... | 123 | 125 1/2 | 123 | 125 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 22 | 46 1/4 | 50 1/4 | 59 1/4 |
| 25..... | 124 | 126 1/2 | 124 | 126 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 21 | 46 1/4 | 50 1/4 | 59 1/4 |
| 26..... | 125 | 127 1/2 | 125 | 127 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 20 | 46 1/4 | 50 1/4 | 59 1/4 |
| 27..... | 126 | 128 1/2 | 126 | 128 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 19 | 46 1/4 | 50 1/4 | 59 1/4 |
| 28..... | 127 | 129 1/2 | 127 | 129 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 18 | 46 1/4 | 50 1/4 | 59 1/4 |
| 29..... | 128 | 130 1/2 | 128 | 130 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 17 | 46 1/4 | 50 1/4 | 59 1/4 |
| 30..... | 129 | 131 1/2 | 129 | 131 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 16 | 46 1/4 | 50 1/4 | 59 1/4 |
| 31..... | 130 | 132 1/2 | 130 | 132 1/2 | 104 1/4 | 113 1/4 | 71 1/4 | 65 1/4 | 67 1/4 | 15 | 46 1/4 | 50 1/4 | 59 1/4 |

May \$1.18-1.22 1/2-1.10 1/2-1.22.

No. 2 Red winter—Dec. \$1.06 1/2-1.16 1/2-1.18 1/2-1.16-1.11-1.19 1/2.

DAILY RANGE DURING NOVEMBER, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

As Compiled by the St. Louis Market Reporter.

| 1914. | WHEAT. | | | CORN. | | | OATS. | | | RYE. | | | | | | | | | |
|---------|------------|------------|------------|-------|------|-------|-------|------|----------|------|------|-----|------|-----|------|-----|-----|------|------|
| | No. 2 RED. | | No. 2 Hard | DEC. | MAY. | No. 2 | DEC. | MAY. | No. 3 W. | DEC. | MAY. | | | | | | | | |
| | No. 2 RED. | No. 2 Hard | | | | | | | | | | | | | | | | | |
| 2..... | 110 | @112 | 111 | @113 | 112½ | 114½ | 118½ | 120½ | 75 | 67 | @67½ | 70½ | @71½ | 46½ | @47½ | 46½ | 52½ | @52½ | 93 |
| 3..... | 110 | 112 | 110 | 113 | 112½ | 114½ | 118½ | 121½ | 77 | 67½ | 68½ | 71½ | 72½ | 47½ | 46 | 46½ | 53½ | 53½ | 94 |
| 4..... | 111 | 113 | 112½ | 114 | 113½ | 115½ | 119½ | 121½ | 78½ | 68 | 68½ | 72½ | 73½ | 47½ | 46 | 49 | 53½ | 53½ | 94 |
| 5..... | 111 | 114 | 112½ | 115 | 114½ | 116½ | 120½ | @121 | 80 | 68½ | 68½ | 72½ | 73½ | 47½ | 48 | 49½ | 53½ | 53½ | 95 |
| 6..... | 112 | 114 | 113 | 116 | 113½ | 114½ | 120½ | 121½ | 78 | 68½ | 68½ | 72½ | 73½ | 47½ | 48 | 49½ | 53½ | 53½ | 95 |
| 7..... | 112 | 114 | 113 | 116 | 113½ | 114½ | 120½ | 121½ | 78 | 68½ | 68½ | 72½ | 73½ | 47½ | 48 | 49½ | 53½ | 53½ | 95 |
| 8..... | 112 | 114 | 113 | 116 | 113½ | 114½ | 120½ | 121½ | 78 | 68½ | 68½ | 72½ | 73½ | 47½ | 48 | 49½ | 53½ | 53½ | 95 |
| 9..... | 110½ | 113½ | 112 | 115½ | 112½ | 113½ | 118½ | 120½ | 74½ | 66½ | 67½ | 70½ | 71½ | 47½ | 48 | 48½ | 53½ | 53½ | 100 |
| 10..... | 109½ | 112½ | 110½ | 112½ | 111½ | 112½ | 118½ | 120½ | 72 | 66½ | 67½ | 70½ | 71½ | 47½ | 48 | 48½ | 53½ | 53½ | 100 |
| 11..... | 109 | 111 | 110½ | 113 | 110½ | 112½ | 118½ | 120½ | 71 | 66½ | 66½ | 71½ | 72½ | 47½ | 48 | 48½ | 53½ | 53½ | 100 |
| 12..... | 108 | 110½ | 110 | 112½ | 110½ | 112½ | 118½ | 119 | 68½ | 66½ | 66½ | 71½ | 72½ | 47½ | 48 | 48½ | 53½ | 53½ | 100 |
| 13..... | 109 | 110½ | 111 | 113 | 110½ | 112½ | 118½ | 119 | 66 | 66½ | 66½ | 70½ | 71½ | 48½ | 48 | 48½ | 53½ | 53½ | 100 |
| 14..... | 109 | 111 | 112 | 112½ | 109½ | 111½ | 117½ | 118½ | 65 | 65 | 65½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 100 |
| 15..... | 109 | 111 | 112 | 112½ | 109½ | 111½ | 117½ | 118½ | 65 | 65 | 65½ | 69½ | 70½ | 48 | 49 | 48½ | 53½ | 53½ | 100 |
| 16..... | 112 | 112½ | 113 | 114½ | 111½ | 112½ | 118½ | 120 | 67 | 69½ | 66½ | 70½ | 71½ | 48½ | 49 | 48½ | 53½ | 53½ | 102 |
| 17..... | 112 | 112½ | 113 | 114½ | 111½ | 112½ | 118½ | 120 | 67 | 69½ | 66½ | 70½ | 71½ | 48½ | 49 | 48½ | 53½ | 53½ | 102 |
| 18..... | 112 | 112½ | 113 | 114½ | 111½ | 112½ | 118½ | 120 | 67 | 69½ | 66½ | 70½ | 71½ | 48½ | 49 | 48½ | 53½ | 53½ | 102 |
| 19..... | 113 | 114 | 114 | 115 | 112½ | 112½ | 118½ | 119½ | 66 | 67 | 65½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 20..... | 113 | 114 | 114 | 115 | 112½ | 112½ | 118½ | 119½ | 66 | 67 | 65½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 21..... | 113 | 114 | 114 | 115 | 112½ | 112½ | 118½ | 119½ | 66 | 67 | 65½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 22..... | 111½ | 113 | 112 | 114 | 111½ | 112½ | 118½ | 119½ | 65 | 64½ | 64½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 23..... | 111½ | 113 | 112 | 114 | 111½ | 112½ | 118½ | 119½ | 65 | 64½ | 64½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 24..... | 112 | 115 | 114 | 116 | 112½ | 113 | 119½ | 119½ | 63½ | 64½ | 64½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 25..... | 112½ | 115 | 114 | 116 | 112½ | 113 | 119½ | 119½ | 63 | 64½ | 64½ | 69½ | 70½ | 48½ | 49 | 48½ | 53½ | 53½ | 104 |
| 26..... | 111 | 113 | 113 | 113½ | 109½ | 110½ | 118½ | 119½ | 63 | 63½ | 63½ | 69½ | 69½ | 49 | 48½ | 47 | 51½ | 52½ | 104½ |
| 27..... | 111 | 113 | 113 | 113½ | 109½ | 110½ | 118½ | 119½ | 63 | 63½ | 63½ | 69½ | 69½ | 49 | 48½ | 47 | 51½ | 52½ | 104½ |
| 28..... | 110½ | 112 | 112½ | 113½ | 109 | 110½ | 118½ | 116½ | 63½ | 62½ | 62½ | 68½ | 68½ | 47 | 48 | 46½ | 51½ | 51½ | 106½ |
| 29..... | 111 | 112½ | 112½ | 113½ | 109½ | 110½ | 118½ | 116½ | 63½ | 62 | 62½ | 68½ | 68½ | 47 | 48 | 46½ | 51½ | 51½ | 106½ |
| 30..... | 111 | 112½ | 112½ | 113½ | 109½ | 110½ | 118½ | 116½ | 63½ | 62 | 62½ | 68½ | 68½ | 47 | 48 | 46½ | 51½ | 51½ | 106½ |

No. 2 Red, \$1.12½-1.14½-1.10½-1.12½-1.09-1.11½; May \$1.28½-1.20-1.21½-1.17½-1.19½.

**DAILY RANGE DURING DECEMBER, 1914, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 3 W. OATS, RYE AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

As Compiled by the St. Louis Market Reporter.

| 1914. | WHEAT. | | | CORN. | | | OATS. | | | RYE. | | | | | | | | | |
|-------|------------|------------|-------|-------|--------|------|-------|-------|----------|------|------|------|--------|------|-----|------|-----|------|------|
| | No. 2 Red. | No. 2 Hard | DEC. | MAY. | No. 2. | DEC. | MAY. | JULY. | No. 3 W. | | DEC. | MAY. | No. 2. | | | | | | |
| 1... | 112½@113½ | 114 | @114½ | 111½ | 112½ | 117½ | @119½ | 63 | @65½ | 63 | @68½ | @69½ | 47½ | @48½ | 46½ | @47½ | 52½ | @53½ | 106½ |
| 2... | 113 | 114 | 115 | 116 | 117½ | 118½ | 119½ | 64½ | 64½ | 63½ | 63½ | 63½ | 70 | 48½ | 47½ | 47½ | 52½ | 106½ | |
| 3... | 113 | 114½ | 114½ | 115 | 116 | 117½ | 118½ | 64½ | 65½ | 63½ | 63½ | 63½ | 70 | 48½ | 47½ | 47½ | 52½ | 106½ | |
| 4... | 113½ | 114½ | 115 | 115½ | 116½ | 117½ | 118½ | 63½ | 64½ | 63½ | 63½ | 63½ | 69½ | 47½ | 46½ | 47½ | 53½ | 106½ | |
| 5... | 114 | 115½ | 115 | 116 | 117 | 118½ | 119½ | 63½ | 63½ | 63½ | 63½ | 63½ | 69½ | 47½ | 46½ | 47½ | 52½ | 106½ | |
| 6... | 114½ | 116½ | 115 | 116½ | 114 | 119½ | 120½ | 63 | 63½ | 62½ | 62½ | 63½ | 69½ | 47½ | 46½ | 47½ | 52½ | 106½ | |
| 7... | 114½ | 116½ | 115 | 116½ | 114 | 119½ | 120½ | 63 | 63½ | 62½ | 62½ | 63½ | 69½ | 48 | 45½ | 47 | 51½ | 107 | |
| 8... | 114½ | 115½ | 115 | 115½ | 114 | 118½ | 119½ | 62 | 62½ | 61½ | 61½ | 62½ | 68½ | 47½ | 46½ | 47 | 51½ | 107 | |
| 9... | 114½ | 115 | 114½ | 115 | 113 | 117½ | 118½ | 63 | 63½ | 62½ | 62½ | 63½ | 69½ | 47½ | 46½ | 47 | 51½ | 107 | |
| 10... | 113½ | 114 | 114 | 115 | 113 | 117½ | 118½ | 63 | 64 | 62½ | 62½ | 63½ | 69½ | 47½ | 46½ | 47 | 51½ | 107 | |
| 11... | 114 | 114½ | 114½ | 115½ | 114 | 118½ | 119½ | 64 | 63½ | 63 | 63 | 63½ | 69½ | 47½ | 46½ | 47 | 51½ | 107½ | |
| 12... | 115 | 115½ | 115½ | 116½ | 114½ | 119½ | 120½ | 64 | 65½ | 63½ | 63½ | 63½ | 69½ | 47½ | 46½ | 47 | 51½ | 107½ | |
| 13... | 115 | 116 | 116 | 117 | 115½ | 119½ | 120½ | 64½ | 65½ | 63½ | 63½ | 63½ | 69½ | 48 | 47½ | 47½ | 52 | 109 | |
| 14... | 115½ | 116½ | 116½ | 117½ | 115 | 119½ | 120½ | 64½ | 65½ | 63½ | 63½ | 63½ | 69½ | 47½ | 46½ | 47½ | 52 | 109 | |
| 15... | 116 | 117 | 117 | 118 | 115 | 119½ | 120½ | 65½ | 66 | 65 | 65 | 65½ | 70½ | 48 | 47½ | 48 | 52 | 109 | |
| 16... | 116½ | 117½ | 117 | 118 | 115 | 119½ | 121½ | 65½ | 66 | 65 | 65 | 65½ | 70½ | 48 | 47½ | 48 | 52 | 109 | |
| 17... | 117 | 118 | 117 | 118½ | 115½ | 119½ | 121½ | 67 | 67½ | 66½ | 66½ | 67½ | 71 | 48½ | 48 | 52½ | 109 | | |
| 18... | 118 | 119 | 118 | 119½ | 115 | 121 | 122 | 67 | 67½ | 66½ | 66½ | 67½ | 71 | 48½ | 48 | 52½ | 109 | | |
| 19... | 118½ | 119½ | 118½ | 119½ | 116 | 121½ | 123½ | 66 | 67½ | 66½ | 66½ | 67½ | 71 | 48½ | 48 | 52½ | 109 | | |
| 20... | 120 | 120½ | 119½ | 123 | 119 | 122½ | 123½ | 66 | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 21... | 121 | 122 | 121½ | 124 | 122 | 123½ | 124½ | 66 | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 22... | 121½ | 123 | 122 | 124 | 122½ | 124½ | 125½ | 66 | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 23... | 122 | 123½ | 123 | 125 | 123 | 125½ | 126½ | 65½ | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 24... | 123 | 124 | 123½ | 124 | 123 | 125½ | 126½ | 65½ | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 25... | 123½ | 124½ | 124 | 125 | 124 | 126 | 126½ | 65½ | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 26... | 124 | 125 | 124½ | 125½ | 124 | 126½ | 127½ | 65½ | 68½ | 65½ | 65½ | 66½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 27... | 124½ | 125½ | 125 | 126 | 125½ | 126½ | 127½ | 67 | 67½ | 66½ | 66½ | 67½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 28... | 125 | 126 | 125½ | 126½ | 125 | 126½ | 127½ | 67 | 67½ | 66½ | 66½ | 67½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 29... | 125½ | 126½ | 126 | 127 | 126½ | 127½ | 128½ | 67 | 67½ | 66½ | 66½ | 67½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 30... | 126 | 127 | 126½ | 127½ | 126 | 127½ | 128½ | 67 | 67½ | 66½ | 66½ | 67½ | 71 | 49 | 48½ | 49 | 52½ | 109 | |
| 31... | 126 | 127 | 126½ | 127½ | 126 | 127½ | 128½ | 68½ | 68½ | 67½ | 67½ | 68½ | 71 | 49 | 48½ | 49 | 52½ | 110 | |

HIGHEST AND LOWEST CASH PRICES ON No. 2 WHEAT, CORN AND OATS AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | WHEAT. | | CORN. | | OATS. | |
|-------|----------------|-----------------|----------------|----------------|-----------------|-----------------|
| | Highest. | Lowest. | Highest. | Lowest. | Highest. | Lowest. |
| 1914 | Dec. 1.27 1/2 | June .75 1/2 | Aug. .87 | Dec. .62 | Sept. .52 | Aug. .34 |
| 1913 | Jan. 1.15 | July .85 | Dec. .82 | Jan. .45 | July .51 | July .32 |
| 1912 | May. 1.25 1/2 | Nov. .94 | May. .85 | Dec. .45 | April. .59 | Aug. .29 1/2 |
| 1911 | Jan. 1.05 | July .80 1/2 | Nov. .77 | Jan. .43 1/2 | Dec. 49 1/2 | Feb. .30 |
| 1910 | Jan. 1.25 | June .92 | Jan. .68 | Dec. .44 | Jan. .50 | Oct. .29 1/2 |
| 1909 | June, 1.66 | Aug. 1.02 | May. .77 | ± Jan. .58 | May. .60 1/2 | Aug. .34 1/2 |
| 1908 | Dec., 1.10 | July. .89 | Sept., .81 1/2 | ± Jan. .54 1/2 | July. .57 | Oct., .45 1/2 |
| 1907 | Oct., 1.09 1/2 | Jan., .74 1/2 | Oct., .66 | Jan., .39 | Dec., .54 | Jan., .35 |
| 1906 | May, .99 1/2 | Aug., .68 1/2 | July, .54 1/2 | Dec., .39 1/2 | June, .40 1/2 | Feb., .30 |
| 1905 | Jan. 1.20 | Sept., .82 | July, .58 1/2 | Dec., .41 1/2 | July, .34 1/2 | ± Aug., .25 1/2 |
| 1904 | × Sept., 1.21 | Jan., .84 1/2 | Nov., .57 | Dec., .42 1/2 | ± Feb., .44 | Dec., .30 1/2 |
| 1903 | Dec., .94 | April, .69 1/2 | June, .55 | Mar., .38 1/2 | June, .54 | 3 Mar., .32 1/2 |
| 1902 | Jan., .92 1/2 | Aug., .63 | Jan., .69 1/2 | Dec., .40 1/2 | July, .59 | Aug., .26 1/2 |
| 1901 | Dec., .86 1/2 | July, .61 1/2 | Dec., .70 | Jan., .35 1/2 | Dec., .50 | Jan., .28 1/2 |
| 1900 | June, .86 1/2 | Jan., .66 1/2 | July, .45 | Jan., .31 1/2 | April, .26 1/2 | Aug., .20 |
| 1899 | May, .81 1/2 | Dec., .66 1/2 | Jan., .37 1/2 | Dec., .30 1/2 | ± Jan., .30 | ± July, .21 |
| 1898 | May, 1.40 | Aug., .64 | Dec., .37 1/2 | Jan., .25 1/2 | May, .32 1/2 | ± Aug., .22 |
| 1897 | + April, 1.03 | June, .74 | Sept., .29 1/2 | Jan., .19 1/2 | Dec., .23 1/2 | ± Feb., .16 1/2 |
| 1896 | Dec., .93 1/2 | ± June, .52 1/2 | April, .27 1/2 | Sept., .17 1/2 | Dec., .20 | ± June, .15 |
| 1895 | June, .85 1/2 | Jan., .48 1/2 | May, .53 1/2 | Dec., .23 1/2 | Mar., .31 | Dec., .16 1/2 |
| 1894 | Jan., .60 1/2 | July, .47 1/2 | Aug., .56 1/2 | Jan., .31 1/2 | June, .50 | July, .27 1/2 |
| 1893 | May, .71 1/2 | July, .52 1/2 | ± May, .41 1/2 | Nov., .31 1/2 | ± Jan., .38 1/2 | Aug., .22 1/2 |
| 1892 | Feb., .94 1/2 | Dec., .64 1/2 | May, .50 1/2 | Mar., .34 1/2 | Aug., .35 | Oct., .27 1/2 |
| 1891 | April, 1.14 | July, .82 1/2 | April, .73 1/2 | Dec., .35 1/2 | April, .57 | Sept., .26 1/2 |
| 1890 | Aug., 1.01 1/2 | Feb., .74 1/2 | Nov., .55 1/2 | Feb., .24 1/2 | Nov., .47 | Jan., .19 1/2 |
| 1889 | Feb., .98 | July, .71 1/2 | July, .40 | Dec., .25 1/2 | Jan., .26 | Oct., .17 |
| 1888 | Oct., 1.15 | July, .78 | May, .56 | Dec., .30 1/2 | May, .37 1/2 | ± Oct., .22 |
| 1887 | May, .89 1/2 | Sept., .67 1/2 | Dec., .49 1/2 | July, .32 | Dec., .32 1/2 | ± July, .23 1/2 |
| 1886 | Jan., .94 | Oct., .72 1/2 | Aug., .41 | June, .30 1/2 | July, .34 | Aug., .24 1/2 |
| 1885 | May, 1.07 1/2 | Feb., .80 1/2 | May, .48 | Dec., .31 1/2 | 8 April, .39 | Aug., .22 |
| 1884 | May, 1.19 | Nov., .73 1/2 | Sept., .58 1/2 | Dec., .32 1/2 | Feb., .36 1/2 | Nov., .24 1/2 |
| 1883 | June, 1.21 1/2 | Jan., .96 1/2 | Feb., .57 1/2 | Oct., .42 1/2 | Mar., .44 | Aug., .24 1/2 |
| 1882 | Jan., 1.46 1/2 | Sept., .90 1/2 | July, .32 | Dec., .48 1/2 | May, .57 1/2 | Sept., .30 1/2 |
| 1881 | Oct., 1.50 | Jan., .99 | Aug., .67 1/2 | Feb., .36 1/2 | Dec., .48 1/2 | Jan., .30 1/2 |
| 1880 | Jan., 1.36 1/2 | Sept., .88 1/2 | Nov., .45 | April, .30 1/2 | Jan., .37 1/2 | Aug., .21 1/2 |
| 1879 | Dec., 1.37 1/2 | Jan., .90 1/2 | Oct., .41 1/2 | Jan., .28 1/2 | Dec., .38 1/2 | Jan., .20 1/2 |
| 1878 | Feb. 1.28 | Oct., .79 1/2 | Jan., .45 | Nov., .28 | Jan., .28 1/2 | Sept., .18 1/2 |
| 1877 | April, 2.22 | Dec., 1.23 | May, .53 | Mar., .35 | May, .45 1/2 | Oct., .24 1/2 |
| 1876 | Jan., 1.60 | Sept., 1.13 1/2 | April, .48 1/2 | Jan., .37 | Aug., .40 | July, .27 1/2 |
| 1875 | Oct., 1.95 | Feb., 1.05 | April, .75 1/2 | Dec., .37 1/2 | April, .68 1/2 | Nov., .32 |
| 1874 | Jan., 1.72 | Nov., 1.03 | Oct., .38 | Jan., .52 | July, .65 1/2 | Jan., .42 |
| 1873 | Feb., 2.09 | ± July, 1.35 | Dec., .60 | Feb., .32 1/2 | Dec., .45 | Jan., .26 1/2 |
| 1872 | May, 2.20 | Jan., 1.54 | Jan., .48 1/2 | Dec., .28 | May, .46 | Sept., .22 |
| 1871 | June, 1.70 | July, 1.20 | July, .53 | Aug., .42 | July, .55 | Nov., .32 |
| 1870 | ± May, 1.50 | → Jan., .95 | May, 1.03 | Dec., .42 | May, .61 | Sept., .32 |
| 1869 | Jan., 2.10 | Dec., .85 | July, .94 | May, .50 | July, .68 | Dec., .40 |
| 1868 | May, 3.05 | Nov., 1.60 | Oct., 1.03 | ± Nov., .75 | May, .81 | ± Oct., .46 |
| 1867 | April, 2.85 | Aug., 1.95 | May, 1.14 | Jan., .37 | July, 1.00 | Aug., .47 |
| 1866 | June, 2.50 | ± Jan., 2.00 | Oct., 1.18 | Mar., .55 | Dec., .75 | Aug., .34 |
| 1865 | Oct., 2.80 | ± June, 1.45 | Jan., 1.42 1/2 | Nov., .60 | Jan., .96 | Oct., .40 |
| 1864 | July, 2.40 | ± Feb., 1.28 | Oct., 1.60 | Mar., .94 | Dec., 1.05 | Aug., .79 |
| 1863 | Mar., 1.46 | ± Jan., 1.00 | Dec., 1.80 | ± Jan., .50 | Dec., .99 | Aug., .50 |
| 1862 | Oct., 1.17 | Jan., .68 | Dec., .52 | Feb., .27 | Dec., .67 | Feb., .27 1/2 |
| 1861 | May, 1.45 | Dec., .68 | Jan., .44 | June, .18 | May, .84 | June, .18 |
| 1860 | ± April, 1.55 | ± Sept., .85 | May, .71 | Dec., .35 | ± Feb., .60 | Dec., .25 |
| 1859 | May, 1.75 | Aug., .68 | ± May, 1.00 | Nov., .46 | Feb., .80 | Aug., .30 |
| 1858 | ± Sept., 1.25 | Nov., .55 | Dec., .87 | ± Oct., .30 | Dec., .80 | May, .35 |
| 1857 | May, 1.82 | Oct., .65 | May, 1.00 | Dec., .38 | May, .81 | Sept., .28 |
| 1856 | ± Jan., 1.50 | Aug., .75 | ± Jan., .50 | Mar., .32 | Dec., .55 | Mar., .30 |

× Also in Oct.
+ " Aug.
⊕ " July.
⊗ " May.
+ " Dec.
± " July.

± Also in Aug.
→ " Feb.
⊗ " April.
⊕ " July.
+ " Mar.
± " Aug.

± Also in Nov.
± " Sept.
± " July.
± " Aug.
± " Feb.
± " Dec.
± " May.

± Also in April.
± " Mar.
± " April.
± " May.
± " April.
± " Feb.
± " Mar.
± " May.
± " Mar.

± Also in Sept.
± " Aug.
± " Sept.
± " Aug.
± " July.
± " Nov.

± Also in Aug.
± " Nov.
± " Feb.
± " Aug.
± " Dec.
± " Nov.
± " Dec.
± " Aug.
± " March

**MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1914.**

| MONTH | CEREAL | MAX. 1914 | JULY 1914 | SEPTEMBER 1914 | DECEMBER 1914 |
|-----------|--------|--------------|--------------|-------------------|------------------|
| JANUARY | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| FEBRUARY | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| MARCH | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| APRIL | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| MAY | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| JUNE | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| JULY | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| AUGUST | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| SEPTEMBER | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| OCTOBER | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| NOVEMBER | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |
| DECEMBER | WHEAT | 97 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| | CORN | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 |
| | OATS | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 RED WHEAT
AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-----------|-------------|-------------|------------|------------|------------|
| 1914..... | 99½ @ 93 | 95½ @ 91 | 96½ @ 92 | 96 @ 92 | 98½ @ 93 | 97 @ 75½ |
| 1913..... | 1 15 1 03 | 1 18 1 00 | 1 12 97 | 1 12½ 1 04 | 1 12 95 | 1 07 98 |
| 1912..... | 1 03 96½ | 1 02½ 98 | 1 05 1 01 | 1 21 1 02 | 1 25½ 1 16 | 1 19 1 06 |
| 1911..... | 1 08 96½ | 1 04½ 91 | 97 85½ | 95 85 | 98 90 | 92½ 86½ |
| 1910..... | 1 35 1 23 | 1 30 1 24 | 1 27½ 1 19½ | 1 22 1 05 | 1 23 1 00 | 1 16 92 |
| 1909..... | 1 15 1 07 | 1 30 1 14 | 1 38 1 26 | 1 52½ 1 35 | 1 60 1 48 | 1 66 1 28 |
| 1908..... | 1 06½ 99 | 1 06½ 96 | 1 06 97 | 1 02 96 | 1 06 1 00 | 1 01½ 89 |
| 1907..... | 79½ 74½ | 80 76½ | 79 75½ | 81½ 76½ | 1 01 80½ | 1 00 90½ |
| 1906..... | 96 92 | 95½ 88 | 94 89 | 98 90 | 99½ 88 | 95 86 |
| 1905..... | 1 20 1 14 | 1 19½ 1 16½ | 1 17 1 11 | 1 12½ 98 | 1 13½ 98 | 1 07 92 |
| 1904..... | 97 84½ | 1 12½ 94 | 1 08½ 98 | 1 08 97 | 1 10 98 | 1 10½ 1 00 |
| 1903..... | 76½ 77½ | 77½ 73½ | 75 70 | 73½ 69½ | 76½ 72 | 84 76 |
| 1902..... | 92½ 86½ | 89 83½ | 86½ 76½ | 83½ 77½ | 84½ 76½ | 80 70 |
| 1901..... | 77 72 | 75½ 73½ | 75½ 74 | 76½ 71 | 76 72 | 75½ 68½ |
| 1900..... | 72 66½ | 71½ 68½ | 72½ 69 | 72½ 70 | 71½ 70 | 86½ 68½ |
| 1899..... | 80½ 72 | 75½ 72½ | 77 69½ | 80 73½ | 81½ 73½ | 79½ 72½ |
| 1898..... | 1 00½ 92½ | 1 01 94½ | 1 00 96 | 1 04½ 97 | 1 40 1 00 | 1 00½ 69 |
| 1897..... | 92½ 80 | 89½ 80½ | 95½ 90½ | 1 03 90 | 97 82½ | 84½ 74 |
| 1896..... | 72 62½ | 75½ 71 | 72 67½ | 73½ 65½ | 68½ 55½ | 60 53½ |
| 1895..... | 54½ 48½ | 52½ 50 | 56½ 52½ | 55½ 54½ | 85 64 | 85½ 71½ |
| 1894..... | 60½ 55½ | 56½ 51½ | 56½ 52½ | 60 53½ | 54½ 50 | 57½ 51 |
| 1893..... | 71 67½ | 69½ 67 | 68½ 63 | 68½ 63 | 71½ 65½ | 65½ 59½ |
| 1892..... | 91½ 87 | 94½ 86½ | 93½ 83½ | 89½ 82½ | 89½ 83½ | 90 76½ |
| 1891..... | 1 00 91½ | 1 01 95½ | 1 05 96½ | 1 14 1 03 | 1 06½ 1 01 | 1 01½ 90 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 RED WHEAT
AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December |
|-----------|------------|-----------|---------------|-------------|-------------|---------------|
| 1914..... | 91 @ 76 | 1 14 @ 80 | 1 18½ @ 1 01½ | 1 14 @ 1 01 | 1 15 @ 1 08 | 1 27½ @ 1 12½ |
| 1913..... | 90 83 | 92½ 84½ | 96 90 | 97 87½ | 95½ 89½ | 97½ 90 |
| 1912..... | 1 15½ 98 | 1 12 95 | 1 10 98 | 1 13 1 05 | 1 09 94 | 1 10½ 1 00 |
| 1911..... | 1 88½ 80½ | 91 85½ | 1 00 88 | 1 03½ 95 | 99 83 | 1 00 94 |
| 1910..... | 1 14½ 1 02 | 1 08 99 | 1 05 97 | 1 04 95 | 99 92½ | 1 02 94 |
| 1909..... | 1 50 1 05½ | 1 11 1 02 | 1 22 1 05 | 1 29 1 17 | 1 27 1 14 | 1 32 1 16 |
| 1908..... | 93½ 89 | 97½ 91 | 1 06 97 | 1 06½ 1 00 | 1 09 1 01½ | 1 10 1 06 |
| 1907..... | 96½ 87½ | 91 88½ | 1 01½ 89½ | 1 09½ 96 | 99 90 | 1 05 96 |
| 1906..... | 82 71½ | 73½ 68½ | 76 69 | 77½ 74 | 76½ 74 | 76½ 74 |
| 1905..... | 95½ 85½ | 85 82½ | 90 82 | 95 88 | 95 89 | 96½ 90½ |
| 1904..... | 1 12 91 | 1 14½ 91 | 1 21 1 08½ | 1 21 1 18½ | 1 18 1 12½ | 1 15 1 15 |
| 1903..... | 84 77½ | 85 79½ | 88 84 | 91 85 | 90½ 85½ | 94 89½ |
| 1902..... | 81 65½ | 68½ 63 | 68½ 66 | 72 67½ | 71 69 | 75 69 |
| 1901..... | 70½ 61½ | 74 66½ | 72½ 70½ | 73½ 70½ | 80 72½ | 85½ 81 |
| 1900..... | 80½ 71½ | 73 68½ | 77½ 71 | 75½ 69 | 72½ 69 | 72 69 |
| 1899..... | 75½ 68½ | 78½ 67½ | 73 68 | 78½ 69 | 70½ 68 | 70 66 |
| 1898..... | 79 64½ | 73 64 | 70 65 | 72½ 65 | 71½ 67 | 73 68½ |
| 1897..... | 79 65½ | 1 08 79 | 1 01 92½ | 1 01 93½ | 99 94½ | 1 02 95 |
| 1896..... | 59 53½ | 64 58½ | 68½ 56½ | 80½ 68 | 91 76 | 94½ 89 |
| 1895..... | 71½ 63½ | 68½ 60½ | 64½ 58½ | 65½ 61½ | 63½ 60 | 70 61½ |
| 1894..... | 55½ 47½ | 52½ 47½ | 51½ 47 | 49 48 | 52½ 49 | 53½ 51½ |
| 1893..... | 63½ 53½ | 60 54½ | 64 59 | 62½ 57½ | 59½ 54½ | 60 56 |
| 1892..... | 80½ 75½ | 74½ 69½ | 70½ 67 | 70½ 64 | 68½ 65 | 68½ 64 |
| 1891..... | 89 82½ | 1 03 84½ | 97½ 91 | 96½ 91 | 95½ 91 | 96½ 91 |

**MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1914.**

| MONTH. | CEREAL. | MAY, 1914. | | JULY, 1914. | | SEPTEMBER, 1914. | | DECEMBER, 1914. | |
|---------------|------------|---------------|------|----------------|------|---------------------|------|--------------------|------|
| January..... | Wheat..... | 91½ @ | 98% | 85 @ | 87 | .... | .... | .... | .... |
| | Corn..... | 66½ | 71% | 65½ | 70½ | .... | .... | .... | .... |
| | Oats..... | 39% | 42% | 39 | 41% | .... | .... | .... | .... |
| February..... | Wheat..... | 91% | 94 | 85½ | 87½ | .... | .... | .... | .... |
| | Corn..... | 67½ | 68½ | 66 | 68% | .... | .... | .... | .... |
| | Oats..... | 39½ | 41% | 39½ | 40½ | .... | .... | .... | .... |
| March..... | Wheat..... | 90% | 93½ | 83% | 86½ | 83% @ | 86½ | .... | .... |
| | Corn..... | 67½ | 72% | 67½ | 72% | 66½ | 70½ | .... | .... |
| | Oats..... | 38% | 40% | 38% | 40% | .... | .... | .... | .... |
| April..... | Wheat..... | 88½ | 89% | 82½ | 84½ | 82% | 85½ | .... | .... |
| | Corn..... | 65½ | 72% | 64½ | 71% | 63½ | 70 | .... | .... |
| | Oats..... | 36% | 39% | 36% | 39% | .... | .... | .... | .... |
| May..... | Wheat..... | 91 | 96½ | 81% | 86½ | 82% | 86% | .... | .... |
| | Corn..... | 67½ | 72½ | 66% | 70 | 65½ | 67% | .... | .... |
| | Oats..... | 38 | 40½ | 36% | 39% | .... | .... | .... | .... |
| June..... | Wheat..... | .... | .... | 78% | 84% | 74½ | 84½ | 77 @ | 86% |
| | Corn..... | .... | .... | 67½ | 78% | 66% | 70½ | 54% | 59% |
| | Oats..... | .... | .... | 36% | 40% | 34% | 38½ | .... | .... |
| July..... | Wheat..... | .... | .... | 74% | 92% | 75% | 95½ | 77 | 96½ |
| | Corn..... | .... | .... | 65½ | 77 | 68½ | 75½ | 51½ | 64½ |
| | Oats..... | .... | .... | 35% | 37% | 33% | 38 | .... | .... |
| August..... | Wheat..... | 93 | 122 | .... | .... | 84 | 112 | 87% | 116% |
| | Corn..... | 66 | 76½ | .... | .... | 71½ | 84 | 61% | 78% |
| | Oats..... | .... | .... | .... | .... | 35 | 49½ | 37 | 53% |
| September.... | Wheat..... | 110 | 128½ | .... | .... | 99 | 118 | 101½ | 123½ |
| | Corn..... | 70 | 80 | .... | .... | 75½ | 80 | 66½ | 76½ |
| | Oats..... | 49½ | 59 | .... | .... | 45 | 51½ | 46% | 55 |
| October..... | Wheat..... | 109½ | 120½ | .... | .... | .... | .... | 103½ | 115% |
| | Corn..... | 68% | 72% | .... | .... | .... | .... | 65 | 69½ |
| | Oats..... | 49% | 54 | .... | .... | .... | .... | 46½ | 50½ |
| November.... | Wheat..... | 117% | 122½ | .... | .... | .... | .... | 109 | 114% |
| | Corn..... | 68% | 73% | .... | .... | .... | .... | 53 | 68% |
| | Oats..... | 51% | 53% | .... | .... | .... | .... | 46% | 49½ |
| December.... | Wheat..... | 117% | 128% | .... | .... | .... | .... | 111% | 125½ |
| | Corn..... | 68% | 75% | 68% | 78% | .... | .... | 62% | 67% |
| | Oats..... | 50% | 54 | .... | .... | .... | .... | 46% | 50% |

HIGHEST AND LOWEST CASH PRICES OF No. 2 RED WHEAT
AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | January. | | February. | | March. | | April. | | May. | | June. | |
|-----------|----------|------|-----------|-------|--------|-------|--------|------|-------|------|-------|-------|
| 1914..... | 99½ | @ 93 | 95½ | @ 91 | 96½ | @ 92 | 96 | @ 92 | 98½ | @ 93 | 97 | @ 75½ |
| 1913..... | 1 15 | 1 02 | 1 13 | 1 00 | 1 12 | 97 | 1 12½ | 1 04 | 1 12 | 95 | 1 07 | 93 |
| 1912..... | 1 03 | 96½ | 1 02½ | 98 | 1 05 | 1 01 | 1 21 | 1 02 | 1 25½ | 1 16 | 1 19 | 1 06 |
| 1911..... | 1 08 | 96½ | 1 04½ | 91 | 97 | 85½ | 95 | 85 | 98 | 90 | 92½ | 85½ |
| 1910..... | 1 25 | 1 23 | 1 30 | 1 24 | 1 27½ | 1 19½ | 1 22 | 1 05 | 1 23 | 1 00 | 1 16 | 92 |
| 1909..... | 1 15 | 1 07 | 1 30 | 1 14 | 1 38 | 1 26 | 1 52½ | 1 35 | 1 60 | 1 48 | 1 66 | 1 28 |
| 1908..... | 1 06½ | 99 | 1 05½ | 96 | 1 08 | 97 | 1 02 | 98 | 1 06 | 1 00 | 1 01½ | 89 |
| 1907..... | 79½ | 74½ | 80 | 76½ | 79 | 75½ | 81½ | 75½ | 1 01 | 80½ | 1 00 | 90½ |
| 1906..... | 96 | 92 | 95½ | 88 | 94 | 89 | 98 | 90 | 99½ | 88 | 95 | 86 |
| 1905..... | 1 20 | 1 14 | 1 19½ | 1 16½ | 1 17 | 1 11 | 1 12½ | 98 | 1 13½ | 98 | 1 07 | 92 |
| 1904..... | 97 | 84½ | 1 12½ | 94 | 1 08½ | 98 | 1 08 | 97 | 1 10 | 98 | 1 10½ | 1 00 |
| 1903..... | 76½ | 72½ | 77½ | 73½ | 75 | 70 | 73½ | 69½ | 76½ | 72 | 84 | 76 |
| 1902..... | 92½ | 86½ | 89 | 83½ | 86½ | 76½ | 83½ | 77½ | 84½ | 76½ | 80 | 70 |
| 1901..... | 77 | 72 | 75½ | 73½ | 75½ | 74 | 76½ | 71 | 76 | 72½ | 75½ | 68½ |
| 1900..... | 72 | 66½ | 71½ | 68½ | 72½ | 69 | 72½ | 70 | 71½ | 70½ | 86½ | 68½ |
| 1899..... | 80½ | 72 | 75½ | 72½ | 77 | 69½ | 80 | 73½ | 81½ | 73½ | 79½ | 78½ |
| 1898..... | 1 00½ | 92½ | 1 01 | 94½ | 1 00 | 96 | 1 04½ | 97 | 1 40 | 1 00 | 1 00½ | 69 |
| 1897..... | 92½ | 80 | 89½ | 80½ | 95½ | 90½ | 1 03 | 90 | 97 | 82½ | 84½ | 74 |
| 1896..... | 72 | 62½ | 75½ | 71 | 72 | 67½ | 72½ | 65½ | 68½ | 55½ | 60 | 52½ |
| 1895..... | 54½ | 48½ | 52½ | 50 | 56½ | 52½ | 65 | 54½ | 85 | 64 | 85½ | 71½ |
| 1894..... | 60½ | 55½ | 56½ | 51½ | 56½ | 52½ | 60 | 53½ | 54½ | 50 | 57½ | 51 |
| 1893..... | 71 | 67½ | 69½ | 67 | 68½ | 63 | 68½ | 68½ | 71½ | 65½ | 65½ | 59½ |
| 1892..... | 91½ | 87 | 94½ | 86½ | 93½ | 83½ | 89½ | 83½ | 89½ | 83½ | 90 | 76½ |
| 1891..... | 1 00 | 91½ | 1 01 | 95½ | 1 05 | 96½ | 1 14 | 1 03 | 1 06½ | 1 01 | 1 01½ | 90 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 RED WHEAT
AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | July. | | August. | | September. | | October. | | November. | | December. | |
|-----------|-------|-------|---------|------|------------|---------|----------|--------|-----------|--------|-----------|---------|
| 1914..... | 91 | @ 76 | 1 14 | @ 80 | 1 18½ | @ 1 01½ | 1 14 | @ 1 01 | 1 15 | @ 1 08 | 1 27½ | @ 1 12½ |
| 1913..... | 90 | 83 | 92½ | 84½ | 96 | 90 | 97 | 87½ | 95½ | 89½ | 97½ | 90 |
| 1912..... | 1 15½ | 98 | 1 12 | 98 | 1 10 | 98 | 1 13 | 1 03 | 1 09 | 94 | 1 10½ | 1 00 |
| 1911..... | 88½ | 80½ | 91 | 85½ | 1 00 | 88 | 1 03½ | 98 | 99 | 93 | 1 00 | 94 |
| 1910..... | 1 14½ | 1 02 | 1 08 | 99 | 1 05 | 97 | 1 04 | 95 | 99 | 92½ | 1 03 | 94 |
| 1909..... | 1 50 | 1 05½ | 1 11 | 1 02 | 1 22 | 1 05 | 1 29 | 1 17 | 1 27 | 1 14 | 1 32 | 1 16 |
| 1908..... | 98½ | 89 | 97½ | 91½ | 1 06 | 97 | 1 06½ | 1 00½ | 1 09 | 1 01½ | 1 10 | 1 06 |
| 1907..... | 96½ | 87½ | 91 | 81 | 1 01½ | 89½ | 1 09½ | 96 | 99 | 90 | 1 05 | 96 |
| 1906..... | 82 | 71½ | 72½ | 68½ | 76 | 69 | 77½ | 74 | 76½ | 74 | 76½ | 74 |
| 1905..... | 95½ | 85½ | 88 | 82½ | 90 | 82 | 95 | 88 | 95 | 89 | 96½ | 90½ |
| 1904..... | 1 12 | 91 | 1 14½ | 91 | 1 21 | 1 08½ | 1 21 | 1 13½ | 1 18 | 1 12½ | 1 18 | 1 18 |
| 1903..... | 84 | 77½ | 85 | 79½ | 88 | 84 | 91 | 85 | 90½ | 85½ | 94 | 89½ |
| 1902..... | 81 | 66½ | 68½ | 63 | 68½ | 66 | 72 | 67½ | 71 | 69 | 75 | 69 |
| 1901..... | 70½ | 61½ | 74 | 66½ | 72½ | 70½ | 73½ | 70½ | 80 | 72½ | 88½ | 81 |
| 1900..... | 80½ | 71½ | 78 | 68½ | 77½ | 71 | 75½ | 69 | 72½ | 69½ | 75 | 69½ |
| 1899..... | 75½ | 66½ | 78½ | 67½ | 78 | 68 | 75½ | 69½ | 70½ | 68½ | 70 | 68½ |
| 1898..... | 79 | 64½ | 78 | 64 | 70 | 65 | 72½ | 65½ | 71½ | 67½ | 73 | 68½ |
| 1897..... | 79 | 64½ | 78 | 64 | 70 | 65 | 72½ | 65½ | 71½ | 67½ | 73 | 68½ |
| 1896..... | 59 | 52½ | 64 | 58½ | 68½ | 56½ | 60 | 63 | 81 | 76 | 98½ | 89 |
| 1895..... | 71½ | 63 | 68½ | 60½ | 64½ | 58½ | 65½ | 61½ | 68½ | 60½ | 70 | 61½ |
| 1894..... | 58½ | 47½ | 52 | 47 | 51½ | 47 | 49 | 48 | 52½ | 48½ | 53½ | 51½ |
| 1893..... | 63½ | 57½ | 60 | 54½ | 64 | 59½ | 62½ | 57½ | 59½ | 54½ | 60 | 56½ |
| 1892..... | 80½ | 75½ | 74 | 69 | 70½ | 67 | 70 | 64 | 68½ | 65½ | 68½ | 64 |
| 1891..... | 89 | 82½ | 1 03 | 84 | 97½ | 91½ | 96½ | 91½ | 95½ | 91½ | 95½ | 91½ |

HIGHEST AND LOWEST CASH PRICES OF No. 2 HARD WHEAT
AT ST. LOUIS, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|------------|------------|------------|------------|------------|------------|
| 1914..... | 94 @ 87 | 94½ @ 88½ | 95½ @ 89½ | 96 @ 88½ | 98 @ 91 | 98½ @ 76½ |
| 1913..... | 97 88 | 94 89 | 92 88 | 95½ 90 | 97½ 88½ | 97 88 |
| 1912..... | 1 12 98 | 1 08½ 1 00 | 1 06 1 01 | 1 18 1 00 | 1 19½ 1 18 | 1 17½ 1 05 |
| 1911..... | 1 05 94 | 1 01 89 | 1 00 85 | 1 00 82 | 1 01½ 90 | 1 00 87 |
| 1910..... | 1 19 1 09½ | 1 18 1 08 | 1 16½ 1 08 | 1 17 1 08 | 1 18½ 1 00 | 1 10 96 |
| 1909..... | 1 08½ 1 02 | 1 17½ 1 04 | 1 21 1 11½ | 1 86 1 17½ | 1 40 1 80 | 1 50 1 20 |
| 1908..... | 1 06½ 94½ | 1 05 98 | 1 04½ 96 | 1 04½ 93½ | 1 07 96 | 1 03 93 |
| 1907..... | 79 70 | 78 73 | 77 72 | 79½ 72½ | 99 78½ | 1 00 89½ |
| 1906..... | 89½ 72½ | 85½ 78 | 86 76 | 90 76 | 89 79 | 84½ 79 |
| 1905..... | 1 15 1 10 | 1 17½ 1 12 | 1 14 1 05 | 1 07 89 | 1 09 89 | 1 06½ 1 00 |
| 1904..... | 84 74½ | 1 00 83 | 97 85 | 95 90 | 1 01 92 | 95 87 |
| 1903..... | 76 65 | 75 68 | 74 66 | 74½ 69 | 75 69½ | 82 74 |
| 1902..... | 86½ 77 | 81 75 | 78½ 71 | 80 70½ | 79½ 73 | 76½ 72 |

HIGHEST AND LOWEST CASH PRICES OF No. 2 HARD WHEAT,
AT ST. LOUIS FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|------------|------------|-------------|--------------|-------------|--------------|
| 1914..... | 96 @ 76½ | 1 14 @ 79½ | 1 20 @ 1 02 | 1 14½ @ 1 01 | 1 15 @ 1 10 | 1 27½ @ 1 14 |
| 1913..... | 98½ 83 | 92½ 84 | 95½ 85½ | 94½ 82 | 93½ 83½ | 94½ 85 |
| 1912..... | 1 15 91½ | 1 00 89½ | 97 89 | 97½ 89½ | 93 84 | 93½ 85½ |
| 1911..... | 97 81½ | 1 02½ 85 | 1 11½ 92 | 1 14½ 98½ | 1 11 96 | 1 09 94½ |
| 1910..... | 1 14½ 97 | 1 08½ 97 | 1 07½ 97½ | 1 06½ 90 | 1 02 87½ | 1 02½ 91½ |
| 1909..... | 1 30 1 05½ | 1 18½ 98 | 1 12 1 01 | 1 14½ 1 05½ | 1 14½ 1 02½ | 1 21 1 07½ |
| 1908..... | 1 06½ 90 | 1 00 91½ | 1 08 96 | 1 03 97 | 1 05 99 | 1 09½ 1 01½ |
| 1907..... | 96½ 88½ | 95 79 | 1 02 91 | 1 09 98 | 1 02½ 93 | 1 05½ 96 |
| 1906..... | 82 70½ | 78½ 67½ | 73 67½ | 76½ 70 | 76½ 71 | 75½ 70½ |
| 1905..... | 1 06 88 | 90½ 79 | 86½ 78½ | 89 81½ | 88½ 81½ | 87½ 82 |
| 1904..... | 99½ 89 | 1 11 90½ | 1 14 1 04 | 1 15 1 07 | 1 13 1 07 | 1 13½ 1 09 |
| 1903..... | 80½ 70 | 81 74 | 81½ 75 | 82 75 | 82 78 | 80 73 |
| 1902..... | 78½ 65 | 71 64 | 71½ 65 | 74 67 | 72½ 65 | 72½ 65 |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR MAY
DELIVERY, FOR A SERIES OF YEARS.**

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|
| 1914..... | 91 1/2 @ 98 1/2 | 91 1/2 @ 94 | 90 1/2 @ 93 1/2 | 88 1/2 @ 92 1/2 | 91 @ 96 1/2 | |
| 1913..... | 92 1/2 | 91 1/2 | 87 1/2 | 89 1/2 | 88 1/2 | 93 |
| 1912..... | 98 1/2 1 01 1/2 | 98 1/2 1 02 1/2 | 1 00 1/2 1 03 1/2 | 99 1/2 1 16 1/2 | 1 14 1/2 1 18 1/2 | |
| 1911..... | 96 1/2 1 08 1/2 | 89 1/2 97 1/2 | 85 1/2 92 1/2 | 83 1/2 89 1/2 | 88 1/2 94 | |
| 1910..... | 1 08 1/2 1 15 1/2 | 1 09 1/2 1 14 1/2 | 1 09 1/2 1 14 1/2 | 1 02 1/2 1 12 1/2 | 96 1/2 1 12 1/2 | |
| 1909..... | 1 05 1/2 1 08 1/2 | 1 06 1/2 1 14 1/2 | 1 10 1/2 1 16 1/2 | 1 16 1/2 1 29 1/2 | 1 28 1/2 1 32 1/2 | |
| 1908..... | 96 1/2 1 07 1/2 | 92 1/2 1 01 1/2 | 93 1/2 1 02 1/2 | 90 1/2 97 1/2 | 95 1/2 99 1/2 | |
| 1907..... | 74 1/2 78 1/2 | 75 1/2 79 1/2 | 74 1/2 77 1/2 | 74 1/2 78 1/2 | 76 1/2 79 1/2 | |
| 1906..... | 82 1/2 87 1/2 | 79 1/2 83 1/2 | 74 1/2 79 1/2 | 74 1/2 80 1/2 | 79 1/2 86 1/2 | |
| 1905..... | 1 12 1/2 1 20 1/2 | 1 11 1/2 1 17 1/2 | 1 08 1/2 1 14 1/2 | 85 1/2 1 07 1/2 | 88 1/2 1 01 1/2 | |
| 1904..... | 82 1/2 87 1/2 | 85 1/2 1 02 1/2 | 87 1/2 98 1/2 | 89 1/2 96 1/2 | 95 1/2 1 10 1/2 | |
| 1903..... | 75 1/2 77 1/2 | 72 1/2 75 1/2 | 66 1/2 72 1/2 | 67 1/2 75 1/2 | 69 1/2 75 1/2 | 78 1/2 @ 84 1/2 |
| 1902..... | 85 1/2 91 1/2 | 80 1/2 87 1/2 | 75 1/2 84 1/2 | 82 1/2 86 1/2 | 76 1/2 79 1/2 | |
| 1901..... | 72 1/2 77 1/2 | 72 1/2 74 1/2 | 75 1/2 75 1/2 | 69 1/2 75 1/2 | 71 1/2 75 1/2 | |
| 1900..... | 67 1/2 72 1/2 | 68 1/2 71 1/2 | 68 1/2 71 1/2 | 69 1/2 72 1/2 | 69 1/2 71 1/2 | |
| 1899..... | 73 1/2 88 1/2 | 74 1/2 78 1/2 | 70 1/2 78 1/2 | 74 1/2 80 1/2 | 73 1/2 81 1/2 | |
| 1898..... | 92 1/2 1 01 1/2 | 95 1/2 1 08 1/2 | 98 1/2 1 02 1/2 | 99 1/2 1 12 1/2 | 1 01 1/2 1 40 1/2 | |
| 1897..... | 80 1/2 93 1/2 | 80 1/2 86 1/2 | 85 1/2 90 1/2 | 84 1/2 1 00 1/2 | 82 1/2 96 1/2 | |
| 1896..... | 85 1/2 88 1/2 | 82 1/2 70 1/2 | 85 1/2 66 1/2 | 55 1/2 64 1/2 | 52 1/2 59 1/2 | |
| 1895..... | 50 1/2 56 1/2 | 50 1/2 58 1/2 | 52 1/2 56 1/2 | 54 1/2 64 1/2 | 64 1/2 82 1/2 | |
| 1894..... | 60 1/2 64 1/2 | 54 1/2 61 1/2 | 54 1/2 58 1/2 | 52 1/2 61 1/2 | 50 1/2 55 1/2 | |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR MAY
DELIVERY, FOR A SERIES OF YEARS.**

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| 1914..... | | 93 @ 1 22 1/2 | 1 10 @ 1 28 1/2 | 1 09 @ 1 20 1/2 | 1 17 @ 1 22 1/2 | 1 17 @ 1 28 1/2 |
| 1913..... | | 94 1/2 97 1/2 | 92 1/2 99 1/2 | 87 1/2 94 1/2 | 90 1/2 98 1/2 | 89 1/2 93 1/2 |
| 1912..... | | 95 1/2 99 1/2 | 94 1/2 97 1/2 | 95 1/2 1 00 1/2 | 90 1/2 97 1/2 | 89 1/2 93 1/2 |
| 1911..... | | 97 1/2 1 01 1/2 | 98 1/2 1 04 1/2 | 1 01 1/2 1 06 1/2 | 98 1/2 1 01 1/2 | 96 1/2 1 00 1/2 |
| 1910..... | | 1 06 1/2 1 10 1/2 | 1 03 1/2 1 09 1/2 | 97 1/2 1 06 1/2 | 94 1/2 98 1/2 | 96 1/2 99 1/2 |
| 1909..... | 1 05 @ 1 12 1/2 | 97 1/2 1 06 1/2 | 98 1/2 1 05 1/2 | 1 04 1/2 1 09 1/2 | 1 03 1/2 1 08 1/2 | 1 06 1/2 1 14 1/2 |
| 1908..... | | 97 1/2 1 02 1/2 | 99 1/2 1 05 1/2 | 1 01 1/2 1 05 1/2 | 1 03 1/2 1 09 1/2 | 1 04 1/2 1 11 1/2 |
| 1907..... | | 92 1/2 1 01 1/2 | 1 00 1/2 1 06 1/2 | 1 02 1/2 1 11 1/2 | 98 1/2 1 03 1/2 | 99 1/2 1 07 1/2 |
| 1906..... | | 74 1/2 79 1/2 | 73 1/2 77 1/2 | 75 1/2 78 1/2 | 76 1/2 78 1/2 | 75 1/2 78 1/2 |
| 1905..... | | 81 1/2 85 1/2 | 82 1/2 86 1/2 | 84 1/2 91 1/2 | 85 1/2 89 1/2 | 85 1/2 89 1/2 |
| 1904..... | | 94 1/2 1 18 1/2 | 1 10 1/2 1 21 1/2 | 1 11 1/2 1 18 1/2 | 1 10 1/2 1 16 1/2 | 1 10 1/2 1 19 1/2 |
| 1903..... | 78 1/2 83 1/2 | 82 1/2 88 1/2 | 82 1/2 89 1/2 | 81 1/2 84 1/2 | 77 1/2 83 1/2 | 80 1/2 84 1/2 |
| 1902..... | | 67 1/2 71 1/2 | 68 1/2 69 1/2 | 69 1/2 73 1/2 | 71 1/2 75 1/2 | 73 1/2 77 1/2 |
| 1901..... | | | 74 1/2 76 1/2 | 73 1/2 75 1/2 | 75 1/2 79 1/2 | 79 1/2 87 1/2 |
| 1900..... | | | 75 1/2 83 1/2 | 74 1/2 81 1/2 | 78 1/2 77 1/2 | 72 1/2 74 1/2 |
| 1899..... | | 74 1/2 79 1/2 | 74 1/2 78 1/2 | 79 1/2 71 1/2 | 74 1/2 70 1/2 | 70 1/2 78 1/2 |
| 1898..... | | 65 1/2 68 1/2 | 64 1/2 67 1/2 | 65 1/2 73 1/2 | 67 1/2 70 1/2 | 67 1/2 75 1/2 |
| 1897..... | | 82 1/2 1 04 1/2 | 94 1/2 1 01 1/2 | 98 1/2 1 00 1/2 | 91 1/2 99 1/2 | 91 1/2 98 1/2 |
| 1896..... | | | 71 1/2 75 1/2 | 74 1/2 88 1/2 | 85 1/2 94 1/2 | 87 1/2 94 1/2 |
| 1895..... | | 67 1/2 75 1/2 | 62 1/2 69 1/2 | 64 1/2 68 1/2 | 60 1/2 65 1/2 | 57 1/2 64 1/2 |
| 1894..... | | 58 1/2 61 1/2 | 55 1/2 60 1/2 | 58 1/2 56 1/2 | 54 1/2 58 1/2 | 54 1/2 58 1/2 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR JULY DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|----------|-----------|-----------|-----------|-----------|-----------|
| 1914..... | 85 @ 87 | 85 @ 87 | 83 @ 86 | 82 @ 84 | 81 @ 86 | 73 @ 84 |
| 1913..... | 87 89 | 88 90 | 86 89 | 86 90 | 85 90 | 85 90 |
| 1912..... | 92 95 | 93 96 | 94 97 | 92 1.12 | 1.05 1.13 | 1.03 1.08 |
| 1911..... | 91 96 | 85 92 | 84 88 | 82 85 | 84 87 | 83 89 |
| 1910..... | 98 1.02 | 99 1.06 | 1.01 1.07 | 97 1.07 | 90 1.04 | 89 96 |
| 1909..... | 94 97 | 95 1.08 | 99 1.03 | 1.03 1.14 | 1.07 1.15 | 1.09 1.16 |
| 1908..... | 90 97 | 85 91 | 84 92 | 80 86 | 84 89 | 83 88 |
| 1907..... | 73 77 | 75 78 | 74 77 | 76 81 | 79 99 | 86 96 |
| 1906..... | 80 83 | 78 82 | 74 78 | 74 78 | 76 83 | 76 82 |
| 1905..... | 94 96 | 94 98 | 82 94 | 78 84 | 78 85 | 77 86 |
| 1904..... | 78 82 | 78 94 | 80 89 | 80 84 | 81 85 | 82 88 |
| 1903..... | 70 73 | 70 72 | 65 71 | 65 67 | 67 71 | 71 87 |
| 1902..... | 77 84 | 74 78 | 69 78 | 69 77 | 69 76 | 68 73 |
| 1901..... | 71 76 | 72 73 | 71 74 | 68 73 | 68 72 | 62 72 |
| 1900..... | 64 69 | 64 69 | 64 67 | 65 68 | 65 68 | 67 87 |
| 1899..... | 67 73 | 68 72 | 63 73 | 69 75 | 69 82 | 73 81 |
| 1898..... | 78 84 | 80 89 | 76 86 | 77 93 | 86 1.14 | 66 89 |
| 1897..... | 71 80 | 69 72 | 69 75 | 69 82 | 69 80 | 66 71 |
| 1896..... | 57 63 | 61 66 | 58 66 | 58 65 | 55 62 | 51 60 |
| 1895..... | 50 56 | 50 53 | 52 56 | 53 63 | 61 83 | 69 82 |
| 1894..... | 61 66 | 56 62 | 55 59 | 54 63 | 51 56 | 52 58 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR JULY DELIVERY, FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-----------|---------|------------|----------|-----------|-----------|
| 1914..... | 74 @ 92 | | | | 85 @ 87 | 84 @ 89 |
| 1913..... | 81 87 | | | | 86 93 | 85 89 |
| 1912..... | 93 1.05 | | | 90 @ 96 | 91 94 | 91 94 |
| 1911..... | 81 87 | | | 94 98 | 91 93 | 91 93 |
| 1910..... | 94 1.06 | | | 93 98 | 91 97 | 96 1.02 |
| 1909..... | 1.03 1.20 | | | 97 99 | 95 1.00 | 95 1.02 |
| 1908..... | 84 90 | | | 92 97 | 92 95 | 82 97 |
| 1907..... | 87 95 | | | 95 1.01 | 92 95 | 74 76 |
| 1906..... | 69 76 | | | | 74 76 | 80 83 |
| 1905..... | 80 89 | | | | 80 83 | 80 83 |
| 1904..... | 82 1.00 | | | | 95 97 | 94 98 |
| 1903..... | 74 79 | | | 93 97 | 72 73 | 73 75 |
| 1902..... | 64 75 | | | | | 70 73 |
| 1901..... | 60 70 | | | | | |
| 1900..... | 71 79 | | | | | |
| 1899..... | 69 75 | | | | | 63 69 |
| 1898..... | 64 75 | | | | | 63 69 |
| 1897..... | 65 79 | | | | | 80 83 |
| 1896..... | 62 58 | | | | | 73 79 |
| 1895..... | 62 71 | | | | | |
| 1894..... | 47 56 | | | | | |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR SEPTEMBER DELIVERY, FOR A SERIES OF YEARS.

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|-----------------|-------------------|-------------------|-------------------|---------------------|---------------------|
| 1914..... | | | 83 1/2 @ 86 1/2 | 82 1/2 @ 85 1/2 | 82 1/2 @ 86 1/2 | 74 1/2 @ 84 1/2 |
| 1913..... | | 88 @ 89 1/2 | 86 1/2 @ 88 1/2 | 86 1/2 @ 90 1/2 | 85 1/2 @ 90 1/2 | 86 1/2 @ 91 1/2 |
| 1912..... | 91 1/2 @ 94 1/2 | 92 1/2 @ 94 1/2 | 93 1/2 @ 96 1/2 | 91 1/2 @ 99 1/2 | 1 01 1/2 @ 1 10 1/2 | 1 02 1/2 @ 1 06 1/2 |
| 1911..... | 90 1/2 @ 95 1/2 | 85 1/2 @ 91 1/2 | 85 1/2 @ 88 1/2 | 83 1/2 @ 85 1/2 | 84 1/2 @ 87 1/2 | 84 1/2 @ 89 1/2 |
| 1910..... | 95 1/2 @ 96 1/2 | 95 1/2 @ 1 02 1/2 | 98 1/2 @ 1 06 1/2 | 96 1/2 @ 1 05 1/2 | 89 1/2 @ 1 02 1/2 | 87 1/2 @ 1 00 1/2 |
| 1909..... | 92 1/2 @ 96 1/2 | 93 1/2 @ 98 1/2 | 95 1/2 @ 99 1/2 | 98 1/2 @ 1 05 1/2 | 1 02 1/2 @ 1 10 1/2 | 1 05 1/2 @ 1 09 1/2 |
| 1908..... | | 84 @ 89 | 82 1/2 @ 90 | 80 @ 88 1/2 | 82 1/2 @ 87 1/2 | 82 1/2 @ 87 1/2 |
| 1907..... | | | | 79 1/2 @ 85 1/2 | 81 1/2 @ 1 00 1/2 | 85 1/2 @ 92 1/2 |
| 1906..... | | | 74 1/2 @ 76 1/2 | 74 1/2 @ 77 1/2 | 75 1/2 @ 82 1/2 | 78 1/2 @ 82 1/2 |
| 1905..... | 90 @ 93 1/2 | 91 1/2 @ 94 1/2 | 81 1/2 @ 91 1/2 | 77 1/2 @ 82 1/2 | 77 1/2 @ 83 1/2 | 77 1/2 @ 86 1/2 |
| 1904..... | | | 79 1/2 @ 87 1/2 | 78 1/2 @ 82 1/2 | 79 1/2 @ 82 1/2 | 79 1/2 @ 88 1/2 |
| 1903..... | | | | 65 1/2 @ 68 1/2 | 66 1/2 @ 69 1/2 | 70 1/2 @ 81 1/2 |
| 1902..... | | | | | 69 1/2 @ 76 1/2 | 67 1/2 @ 72 1/2 |
| 1901..... | | | | | 68 1/2 @ 71 1/2 | 63 1/2 @ 71 1/2 |
| 1900..... | | | | | 66 1/2 @ 69 1/2 | 67 1/2 @ 86 1/2 |
| 1899..... | | | | | 68 1/2 @ 82 1/2 | 75 1/2 @ 81 1/2 |
| 1898..... | | | 73 1/2 @ 79 1/2 | 74 1/2 @ 82 1/2 | 78 1/2 @ 98 1/2 | 64 1/2 @ 79 1/2 |
| 1897..... | | | | 67 1/2 @ 75 1/2 | 68 1/2 @ 77 1/2 | 65 1/2 @ 69 1/2 |
| 1896..... | | | | | 56 1/2 @ 62 1/2 | 58 1/2 @ 61 1/2 |
| 1895..... | | | | | 59 1/2 @ 82 1/2 | 69 1/2 @ 81 1/2 |
| 1894..... | | | | | | 53 1/2 @ 59 1/2 |

MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR SEPTEMBER DELIVERY, FOR A SERIES OF YEARS.

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|---------------------|-------------------|---------------------|----------|-----------|-----------|
| 1914..... | 75 1/2 @ 95 1/2 | 84 1/2 @ 1 12 1/2 | 99 1/2 @ 1 18 1/2 | | | |
| 1913..... | 83 1/2 @ 89 1/2 | 84 1/2 @ 89 1/2 | 86 1/2 @ 90 1/2 | | | |
| 1912..... | 91 1/2 @ 94 1/2 | 90 1/2 @ 95 1/2 | 90 1/2 @ 92 1/2 | | | |
| 1911..... | 82 1/2 @ 89 1/2 | 86 1/2 @ 90 1/2 | 87 1/2 @ 95 1/2 | | | |
| 1910..... | 95 1/2 @ 1 07 1/2 | 97 1/2 @ 1 02 1/2 | 95 1/2 @ 98 1/2 | | | |
| 1909..... | 1 00 1/2 @ 1 09 1/2 | 98 1/2 @ 1 02 1/2 | 98 1/2 @ 1 08 1/2 | | | |
| 1908..... | 84 1/2 @ 90 1/2 | 85 1/2 @ 95 1/2 | 95 1/2 @ 1 02 1/2 | | | |
| 1907..... | 88 1/2 @ 97 1/2 | 80 1/2 @ 90 1/2 | 87 1/2 @ 95 1/2 | | | |
| 1906..... | 71 1/2 @ 79 1/2 | 66 1/2 @ 71 1/2 | 68 1/2 @ 72 1/2 | | | |
| 1905..... | 79 1/2 @ 87 1/2 | 76 1/2 @ 82 1/2 | 75 1/2 @ 83 1/2 | | | |
| 1904..... | 80 1/2 @ 90 1/2 | 85 1/2 @ 1 12 1/2 | 1 06 1/2 @ 1 19 1/2 | | | |
| 1903..... | 72 1/2 @ 79 1/2 | 75 1/2 @ 82 1/2 | 79 1/2 @ 88 1/2 | | | |
| 1902..... | 65 1/2 @ 75 1/2 | 61 1/2 @ 67 1/2 | 63 1/2 @ 66 1/2 | | | |
| 1901..... | 61 1/2 @ 71 1/2 | 65 1/2 @ 73 1/2 | 68 1/2 @ 70 1/2 | | | |
| 1900..... | 71 1/2 @ 81 1/2 | 68 1/2 @ 73 1/2 | 71 1/2 @ 77 1/2 | | | |
| 1899..... | 69 1/2 @ 76 1/2 | 68 1/2 @ 73 1/2 | 67 1/2 @ 72 1/2 | | | |
| 1898..... | 63 1/2 @ 70 1/2 | 62 1/2 @ 69 1/2 | 63 1/2 @ 69 1/2 | | | |
| 1897..... | 64 1/2 @ 79 1/2 | 72 1/2 @ 1 05 1/2 | 92 1/2 @ 1 01 1/2 | | | |
| 1896..... | 53 1/2 @ 59 1/2 | 55 1/2 @ 62 1/2 | 56 1/2 @ 67 1/2 | | | |
| 1895..... | 63 1/2 @ 72 1/2 | 60 1/2 @ 70 1/2 | 57 1/2 @ 62 1/2 | | | |
| 1894..... | 48 1/2 @ 55 1/2 | 48 1/2 @ 53 1/2 | 47 1/2 @ 51 1/2 | | | |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR
DECEMBER DELIVERY, FOR A SERIES OF YEARS.**

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|----------|-----------|--------|----------|------------|-------------|
| 1914..... | | | | | | 77 ② 86½ |
| 1913..... | | | | | | 90 98½ |
| 1912..... | | | | | | 1 04½ 1 07½ |
| 1911..... | | | | | | 86½ 91½ |
| 1910..... | | | | | 91 ② 1 01½ | 89½ 1 00½ |
| 1909..... | | | | | 1 02 1 10½ | 1 05 1 10 |
| 1908..... | | | | | | 85 87½ |
| 1907..... | | | | | 97 1 01½ | 92 99½ |
| 1906..... | | | | | | 79½ 83½ |
| 1905..... | | | | | | 81½ 87½ |
| 1904..... | | | | | 82 82½ | 84 84½ |
| 1903..... | | | | | | 79½ 81½ |
| 1902..... | | | | | | 70 74½ |
| 1901..... | | | | | | |
| 1900..... | | | | | | |
| 1899..... | | | | | | 76½ 80½ |
| 1898..... | | | | 75½ ② 88 | | 66½ 79½ |
| 1897..... | | | | | 70½ 80½ | 67½ 71½ |
| 1896..... | | | | | | |
| 1895..... | | | | | | |
| 1894..... | | | | | | |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR
DECEMBER DELIVERY, FOR A SERIES OF YEARS.**

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|-------------|-------------|---------------|---------------|--------------|---------------|
| 1914..... | 77 ② 96½ | 87½ ① 1 16½ | 1 01½ ② 1 22½ | 1 03½ ② 1 15½ | 1 09 ② 1 14½ | 1 11½ ② 1 25½ |
| 1913..... | 87½ 91½ | 89½ 92½ | 89 94½ | 83½ 90½ | 85½ 88½ | 86½ 90½ |
| 1912..... | 94½ 1 06½ | 92½ 95½ | 90½ 93½ | 91½ 96½ | 84½ 91½ | 85½ 91½ |
| 1911..... | 87½ 92½ | 91½ 95½ | 92½ 99½ | 96½ 1 02½ | 93½ 96½ | 92½ 95½ |
| 1910..... | 97½ 1 09½ | 1 01½ 1 05½ | 97½ 1 03½ | 91½ 1 00½ | 88½ 93½ | 91½ 96½ |
| 1909..... | 1 02½ 1 09½ | 94½ 1 03½ | 95½ 1 03½ | 1 01½ 1 09½ | 1 02½ 1 09½ | 1 07½ 1 12½ |
| 1908..... | 87½ 93½ | 91½ 97½ | 95½ 1 02½ | 98½ 1 02½ | 99½ 1 04½ | 1 02½ 1 04½ |
| 1907..... | 92½ 1 00½ | 85½ 95½ | 94½ 99½ | 92½ 1 05½ | 88½ 95½ | 93½ 1 06½ |
| 1906..... | 74½ 81½ | 69½ 75½ | 69½ 73½ | 71½ 74½ | 71½ 73½ | 74½ 71½ |
| 1905..... | 79½ 88½ | 78½ 84½ | 78½ 83½ | 81½ 87½ | 81½ 86½ | 81½ 86½ |
| 1904..... | 82½ 91½ | 90½ 1 15½ | 1 07½ 1 20½ | 1 11½ 1 18½ | 1 07½ 1 15½ | 1 07½ 1 14½ |
| 1903..... | 74½ 81½ | 80½ 86½ | 80½ 87½ | 81½ 91½ | 85½ 91½ | 89½ 95½ |
| 1902..... | 67½ 76½ | 63½ 68½ | 65½ 67½ | 66½ 71½ | 67½ 69½ | 67½ 72½ |
| 1901..... | 64½ 73½ | 69½ 76½ | 70½ 73½ | 69½ 72½ | 71½ 77½ | 77½ 82½ |
| 1900..... | 74½ 80½ | 71½ 76½ | 72½ 80½ | 69½ 77½ | 69½ 73½ | 68½ 76½ |
| 1899..... | 72½ 78½ | 71½ 76½ | 70½ 74½ | 69½ 75½ | 67½ 70½ | 66½ 69½ |
| 1898..... | 63½ 71½ | 62½ 67½ | 62½ 66½ | 64½ 73½ | 68½ 72½ | 68½ 79½ |
| 1897..... | 66½ 79½ | 78½ 1 05½ | 92½ 1 01½ | 94½ 1 04½ | 95½ 1 01½ | 95½ 1 04½ |
| 1896..... | | 59½ 65½ | 59½ 71½ | 69½ 82½ | 76½ 91½ | 87½ 93½ |
| 1895..... | 67½ 74½ | 62½ 72½ | 58½ 65½ | 59½ 65½ | 55½ 60½ | 53½ 63½ |
| 1894..... | 51½ 59½ | 52½ 57½ | 49½ 54½ | 48½ 51½ | 49½ 53½ | 51½ 50½ |

HIGHEST AND LOWEST CASH PRICES ON NO. 2 CORN AT ST. LOUIS FOR A SERIES OF YEARS.

| Year | JAN. | FEB. | MAR. | APRIL | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|------|----------|----------|---------|-----------|----------|-----------|----------|---------|-----------|----------|---------|----------|
| 1914 | 68 @ 63½ | 66½ @ 64 | 72 @ 65 | 71½ @ 68½ | 73 @ 69½ | 73½ @ 68½ | 77½ @ 67 | 87 | 83½ @ 77½ | 76½ @ 70 | 80 @ 63 | 68½ @ 62 |
| 1913 | 51 | 50½ | 47½ 54½ | 60½ 54 | 61 | 57 | 66 | 61½ | 78½ | 72 74½ | 77 | 73½ |
| 1912 | 68½ | 68½ | 68½ 75½ | 83½ 76 | 85 | 79 | 72½ 77½ | 69½ 80½ | 68 70 | 62 68 | 62 | 65 |
| 1911 | 47 | 44 45½ | 43½ 47½ | 44 57½ | 45 55 | 51½ 60½ | 53½ 68½ | 61 66 | 62½ 69 | 63½ 74 | 71 74 | 62½ |
| 1910 | 68 | 65 | 63 68 | 59 64½ | 59 66½ | 59 62 | 58½ 67½ | 59 68 | 59 | 51½ 54 | 50½ | 44 |
| 1909 | 61½ | 58 | 55 | 61 67 | 64 74½ | 66 77 | 73 78½ | 71½ 74½ | 67 69 | 64½ 63½ | 63 | 58 |
| 1908 | 57½ | 54½ | 51½ | 58½ 67 | 63 73½ | 67 75 | 70½ 81½ | 74 81½ | 76 81½ | 76½ 77 | 63½ 66½ | 56½ |
| 1907 | 43 | 39 | 45½ | 42½ 46½ | 43 50½ | 49 53½ | 51 55 | 51½ 60 | 53½ 63 | 59 66 | 53½ 59½ | 51½ |
| 1906 | 43½ | 41½ 42½ | 42½ 46½ | 43 51 | 45 53 | 48 56 | 50½ 58½ | 51 54½ | 51½ 54½ | 51 53½ | 50 51½ | 41½ |
| 1905 | 45 | 43½ 47 | 44 49 | 46 49½ | 45½ | 48 | 50½ 52½ | 48 51 | 51½ 54 | 51 54½ | 51½ 57 | 41½ |
| 1904 | 45½ | 43½ 44½ | 44 49½ | 44 51½ | 48 54 | 48 50½ | 47 52½ | 48 51½ | 50 54 | 51 54½ | 41½ 48½ | 41½ |
| 1903 | 44½ | 43½ 44½ | 41 46 | 38½ 42½ | 39½ 47½ | 41½ 50 | 48 52 | 48 51½ | 50 54 | 51 54½ | 41½ 48½ | 41½ |
| 1902 | 69½ | 59 63½ | 58½ 68 | 59 66½ | 62½ 67 | 62 67 | 61 66 | 61 66 | 60 65½ | 59 64 | 48 49 | 40½ |
| 1901 | 57½ | 55½ 60½ | 57½ 63 | 58½ 66½ | 62½ 67 | 62 67 | 61 66 | 61 66 | 60 65½ | 59 64 | 48 49 | 40½ |
| 1900 | 52½ | 51½ 55½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ | 51½ 56½ |
| 1899 | 57½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ |
| 1898 | 57½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ | 54½ 58½ |
| 1897 | 50½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ | 47½ 53½ |
| 1896 | 48½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ | 45½ 51½ |
| 1895 | 53½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ |
| 1894 | 53½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ |
| 1893 | 53½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ |
| 1892 | 53½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ | 51½ 55½ |
| 1891 | 49½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ | 47½ 51½ |
| 1890 | 26½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ | 24½ 28½ |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR
DECEMBER DELIVERY, FOR A SERIES OF YEARS.**

| Year. | January. | February. | March. | April. | May. | June. |
|-----------|----------|-----------|--------|---------|------------|-------------|
| 1914..... | | | | | | 77 ② 86½ |
| 1913..... | | | | | | 90 93½ |
| 1912..... | | | | | | 1 04½ 1 07½ |
| 1911..... | | | | | | 86½ 91½ |
| 1910..... | | | | | 91 ② 1 01½ | 89½ 1 00½ |
| 1909..... | | | | | 1 02 1 10½ | 1 05 1 10 |
| 1908..... | | | | | | 85 87½ |
| 1907..... | | | | | 97 1 01½ | 92 99½ |
| 1906..... | | | | | | 79½ 83½ |
| 1905..... | | | | | | 81½ 87½ |
| 1904..... | | | | | 82 82½ | 81½ 84 |
| 1903..... | | | | | | 78½ 81½ |
| 1902..... | | | | | | 70 74½ |
| 1901..... | | | | | | |
| 1900..... | | | | | | |
| 1899..... | | | | | | 76½ 80½ |
| 1898..... | | | | 75½ 83½ | | 66½ 78½ |
| 1897..... | | | | | 70½ 80½ | 67½ 71½ |
| 1896..... | | | | | | |
| 1895..... | | | | | | |
| 1894..... | | | | | | |

**MONTHLY RANGE OF PRICES OF No. 2 WHEAT FOR
DECEMBER DELIVERY, FOR A SERIES OF YEARS.**

| Year. | July. | August. | September. | October. | November. | December. |
|-----------|------------|-------------|---------------|---------------|--------------|---------------|
| 1914..... | 77 ② 96½ | 87½ ② 1 16½ | 1 01½ ② 1 22½ | 1 08½ ② 1 15½ | 1 09 ② 1 14½ | 1 11½ ② 1 25½ |
| 1913..... | 87½ 91½ | 89½ 92½ | 89 94½ | 88½ 90½ | 85½ 88½ | 86½ 90 |
| 1912..... | 94½ 1 06½ | 92 95½ | 90½ 98 | 91½ 96½ | 84½ 91½ | 85½ 91½ |
| 1911..... | 87½ 92½ | 91 95½ | 92½ 99 | 96½ 1 02 | 93½ 96½ | 92½ 96½ |
| 1910..... | 97½ 1 09½ | 1 01½ 1 05½ | 97½ 1 08½ | 91½ 1 00½ | 88½ 92½ | 91½ 96 |
| 1909..... | 1 02 1 09½ | 94½ 1 03½ | 95½ 1 03½ | 1 01½ 1 09½ | 1 02½ 1 09½ | 1 07½ 1 17½ |
| 1908..... | 87½ 93½ | 91½ 97½ | 95½ 1 02½ | 98 1 02 | 99½ 1 04½ | 1 02½ 1 07½ |
| 1907..... | 92½ 1 00½ | 85½ 95 | 94½ 99½ | 92½ 1 05½ | 88 95½ | 92½ 1 06½ |
| 1906..... | 74½ 81½ | 69½ 75½ | 69½ 78½ | 71½ 74½ | 71½ 78½ | 74½ 71½ |
| 1905..... | 79½ 86 | 78½ 84½ | 75½ 88½ | 81½ 87 | 81½ 86½ | 81½ 86 |
| 1904..... | 82½ 91½ | 90½ 1 15½ | 1 07½ 1 20½ | 1 11½ 1 18½ | 1 07½ 1 15½ | 1 07½ 1 14½ |
| 1903..... | 74½ 81½ | 80½ 88 | 80 87½ | 81½ 91 | 85½ 91 | 89½ 95½ |
| 1902..... | 74½ 76½ | 68½ 68½ | 65½ 67½ | 66½ 71½ | 67½ 65½ | 67½ 73½ |
| 1901..... | 64½ 73½ | 69½ 76½ | 70½ 75 | 69½ 72½ | 71½ 77½ | 77½ 82 |
| 1900..... | 74½ 80 | 71½ 76 | 75½ 80 | 68½ 77 | 69½ 75½ | 68½ 76½ |
| 1899..... | 73½ 78½ | 71½ 76½ | 70½ 74½ | 67½ 75 | 67½ 70 | 66½ 72½ |
| 1898..... | 73½ 71½ | 62½ 67½ | 62½ 65½ | 64½ 72½ | 68 73 | 69½ 79½ |
| 1897..... | 68½ 79½ | 78½ 1 05½ | 92½ 1 01½ | 94½ 1 04½ | 95½ 1 01½ | 95½ 1 04½ |
| 1896..... | 66½ 74½ | 59½ 65½ | 59½ 64½ | 63½ 68½ | 76½ 81½ | 87½ 92 |
| 1895..... | | 63½ 72½ | 58½ 65½ | 59½ 65½ | 60½ 68½ | 63½ 68½ |
| 1894..... | 51½ 59½ | 52½ 57½ | 49½ 54½ | 48½ 51½ | 49½ 53½ | 51½ 56½ |

HIGHEST AND LOWEST CASH PRICES ON NO. 2 CORN AT ST. LOUIS FOR A SERIES OF YEARS.

| Year | JAN. | FEB. | MAR. | APRIL | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. |
|------|-------------|---------------|---------------|-----------------|---------------|------------------|---------------|---------------|-----------------|---------------|---------------|---------------|
| 1914 | 68 @ 65 1/2 | 66 1/2 @ 64 | 72 @ 65 | 71 1/2 @ 68 1/2 | 73 @ 69 1/2 | 73 1/2 @ 68 1/2 | 77 1/2 @ 67 | 87 @ 77 1/2 | 82 1/2 @ 77 1/2 | 76 1/2 @ 70 | 80 @ 63 | 68 1/2 @ 62 |
| 1913 | 51 45 | 50 1/2 45 1/2 | 49 58 1/2 | 54 60 1/2 | 56 64 | 57 66 | 61 66 1/2 | 69 1/2 78 1/2 | 69 1/2 78 1/2 | 72 74 1/2 | 77 73 1/2 | 82 65 |
| 1912 | 68 1/2 | 67 75 1/2 | 68 1/2 75 1/2 | 76 88 | 79 79 | 72 1/2 77 1/2 | 77 1/2 68 1/2 | 80 1/2 80 1/2 | 78 1/2 68 | 70 62 | 77 62 | 74 45 |
| 1911 | 67 44 | 65 1/2 43 1/2 | 44 47 1/2 | 45 55 | 51 1/2 60 1/2 | 53 1/2 68 1/2 | 61 68 1/2 | 62 1/2 69 | 63 1/2 74 | 68 74 | 71 74 | 62 1/2 44 |
| 1910 | 68 63 | 68 68 | 59 64 1/2 | 69 64 1/2 | 59 62 | 58 1/2 67 1/2 | 59 68 | 59 68 | 59 64 | 58 50 1/2 | 45 50 1/2 | 58 44 |
| 1909 | 61 58 | 65 61 1/2 | 64 74 1/2 | 66 77 1/2 | 73 73 | 71 1/2 74 1/2 | 67 1/2 74 1/2 | 69 68 | 69 1/2 64 | 63 1/2 59 | 63 58 | 58 58 |
| 1908 | 57 54 1/2 | 64 61 1/2 | 67 68 | 73 67 | 75 73 | 70 1/2 81 1/2 | 74 79 1/2 | 76 81 1/2 | 76 1/2 77 | 63 1/2 66 1/2 | 61 53 | 56 1/2 58 |
| 1907 | 43 39 | 45 1/2 42 1/2 | 43 43 1/2 | 43 50 1/2 | 49 54 | 50 1/2 55 | 51 1/2 50 | 53 1/2 65 | 53 1/2 65 | 59 66 | 58 39 | 51 1/2 51 1/2 |
| 1906 | 43 41 1/2 | 42 1/2 42 1/2 | 44 49 1/2 | 43 46 1/2 | 48 53 | 48 50 1/2 54 1/2 | 50 1/2 51 | 46 1/2 47 1/2 | 46 46 | 44 45 1/2 | 41 48 1/2 | 41 1/2 39 1/2 |
| 1905 | 45 43 1/2 | 47 48 1/2 | 46 49 1/2 | 46 49 1/2 | 48 50 1/2 | 47 52 1/2 | 48 51 1/2 | 51 1/2 54 1/2 | 51 1/2 53 1/2 | 50 51 1/2 | 43 48 1/2 | 41 1/2 41 1/2 |
| 1904 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1903 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1902 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1901 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1900 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1899 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1898 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1897 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1896 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1895 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1894 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1893 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1892 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1891 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |
| 1890 | 44 43 1/2 | 44 49 1/2 | 44 49 1/2 | 44 51 1/2 | 48 54 | 47 52 1/2 | 48 52 | 48 51 1/2 | 48 50 | 45 46 1/2 | 41 1/2 43 1/2 | 41 1/2 41 1/2 |

**MONTHLY RANGE OF PRICES OF No. 2 CORN FOR MAY DELIVERY,
FOR A SERIES OF YEARS.**

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1914..... | 60½@71½ | 67½@68½ | 67½@72½ | 65½@72½ | 67½@72½ | 57½@59½ | 54½ 56½ | 66 67½ | 70 @80 | 68½@72½ | 68½@73½ | 68½@75½ |
| 1913..... | 47½ 52¼ | 51 53½ | 50½ 53¼ | 53½ 56½ | 54¼ 61 | 54¼ 61 | 54¼ 61 | 54¼ 61 | 72½ 77½ | 50 52 | 71 73¼ | 70 73¼ |
| 1912..... | 64½ 69½ | 68½ 72 | 71½ 77½ | 76½ 83¼ | 80½ 85 | 80½ 85 | 80½ 85 | 80½ 85 | 49¼ 52½ | 50 52 | 45¼ 50 | 46½ 48¼ |
| 1911..... | 47¼ 49½ | 45½ 48½ | 45½ 48½ | 45½ 48½ | 51 54 | 51 54 | 51 54 | 51 54 | 64¼ 66¼ | 64¼ 66¼ | 62¼ 65½ | 62¼ 65½ |
| 1910..... | 66¼ 70½ | 65½ 68½ | 62 66½ | 58 63½ | 57½ 64 | 57½ 64 | 57½ 64 | 57½ 64 | 59¼ 62½ | 47 52¼ | 45½ 48½ | 46¼ 48½ |
| 1909..... | 59¼ 61½ | 61½ 65½ | 64 68 | 61½ 71½ | 71 75 | 71 75 | 71 75 | 71 75 | 57½ 62½ | 58¼ 61¼ | 49¼ 61½ | 60¼ 67½ |
| 1908..... | 50¼ 58½ | 53¼ 58¼ | 57¼ 64 | 62¼ 65¼ | 65½ 75 | 56½ 58 | 54½ 59½ | 50½ 57½ | 62¼ 65¼ | 61 64 | 60 62¼ | 58¼ 62½ |
| 1907..... | 41¼ 44½ | 43¼ 45¼ | 43 45½ | 43½ 48¼ | 47 54 | 57½@59½ | 54½ 56½ | 50½ 57½ | 54½ 59½ | 55½ 62½ | 51½ 58¼ | 52½ 57¼ |
| 1906..... | 42½ 43½ | 40½ 43 | 40¼ 42½ | 41½ 46½ | 46¼ 49½ | 42½ 45½ | 42½ 45½ | 42½ 45½ | 40¼ 42½ | 40¼ 42½ | 41½ 44¼ | 42½ 45½ |
| 1905..... | 42½ 43½ | 40½ 43 | 40¼ 42½ | 41½ 46½ | 46¼ 49½ | 42½ 45½ | 42½ 45½ | 42½ 45½ | 40¼ 42½ | 40¼ 42½ | 41½ 44¼ | 42½ 45½ |
| 1904..... | 44 47 | 47 51¼ | 44½ 49½ | 45¼ 49½ | 46¼ 51 | 42½ 45½ | 42½ 45½ | 42½ 45½ | 40¼ 42½ | 40¼ 42½ | 41½ 44¼ | 42½ 45½ |
| 1903..... | 39¼ 42¼ | 41¼ 42¼ | 41¼ 42¼ | 39 40¼ | 39¼ 45¼ | 42½ 45½ | 42½ 45½ | 42½ 45½ | 40¼ 42½ | 40¼ 42½ | 41½ 44¼ | 42½ 45½ |
| 1902..... | 60¼ 70¼ | 58½ 69½ | 57 63 | 57½ 65½ | 59½ 64½ | 42½ 45½ | 42½ 45½ | 42½ 45½ | 38¼ 40¼ | 38¼ 40¼ | 39½ 41½ | 40½ 43½ |
| 1901..... | 35¼ 38 | 37½ 39½ | 38¼ 43 | 38½ 45¼ | 42 45¼ | 42½ 45½ | 42½ 45½ | 42½ 45½ | 36½ 38¼ | 36½ 38¼ | 34¼ 35½ | 35 36 |
| 1900..... | 31¼ 32½ | 31¼ 34½ | 33¼ 37¼ | 37½ 41 | 36½ 40¼ | 36½ 40¼ | 36½ 40¼ | 36½ 40¼ | 34¼ 36 | 34¼ 36 | 34¼ 35½ | 35 36 |
| 1899..... | 35 37½ | 33¼ 36½ | 33¼ 37¼ | 32 34½ | 31 34 | 31 34 | 31 34 | 31 34 | 29 31¼ | 29 31¼ | 30¼ 32 | 30¼ 32½ |
| 1898..... | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ | 26¼ 27½ |
| 1897..... | 21¼ 23 | 21¼ 23 | 21¼ 23 | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ | 20½ 22¼ |
| 1896..... | 23 27¼ | 26¼ 28 | 26¼ 28 | 25½ 28 | 25¼ 27¼ | 25¼ 27¼ | 25¼ 27¼ | 25¼ 27¼ | 25¼ 27¼ | 25¼ 27¼ | 25¼ 27¼ | 25¼ 27¼ |
| 1895..... | 39¼ 45¼ | 30¼ 43½ | 41½ 43½ | 42½ 47 | 45¼ 53¼ | 41½ 43½ | 41½ 43½ | 41½ 43½ | 41½ 43½ | 41½ 43½ | 41½ 43½ | 41½ 43½ |
| 1894..... | 34¼ 35¼ | 33¼ 35 | 33½ 35½ | 34¼ 37½ | 35¼ 37¼ | 34¼ 37½ | 34¼ 37½ | 34¼ 37½ | 41 41¼ | 40¼ 40¼ | 40¼ 40¼ | 41¼ 41¼ |

**MONTHLY RANGE OF PRICES OF No. 2 CORN FOR JULY DELIVERY
FOR A SERIES OF YEARS.**

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|---------------|---------------|----------------|----------------|---------------|----------------|---------------|------|-------|------|---------------|----------------|
| 1914 | 65% @70 1/4 | 66 @69 1/4 | 67 1/2 @72 3/4 | 64 1/2 @71 1/4 | 66 3/4 @70 | 67 1/2 @73 1/4 | 65 1/2 @77 | | | | 70% @72 1/4 | 68 3/4 @70 1/4 |
| 1915 | 43 1/2 52 1/2 | 52 1/2 54 1/2 | 52 1/2 54 1/2 | 54 1/2 56 1/2 | 55 1/2 57 1/2 | 57 1/2 59 1/2 | 58 1/2 60 1/2 | | | | 48 1/2 50 1/2 | 69 1/4 72 1/4 |
| 1916 | 64 1/2 69 | 67 1/2 71 | 70 1/2 74 | 75 1/2 81 | 74 1/2 80 1/2 | 77 1/2 83 1/2 | 80 1/2 86 1/2 | | | | 64 68 1/2 | 47 1/2 49 1/2 |
| 1917 | 64 1/2 69 | 67 1/2 71 | 70 1/2 74 | 75 1/2 81 | 74 1/2 80 1/2 | 77 1/2 83 1/2 | 80 1/2 86 1/2 | | | | 64 68 1/2 | 47 1/2 49 1/2 |
| 1918 | 66 1/2 70 1/2 | 67 1/2 71 1/2 | 68 1/2 72 1/2 | 69 1/2 73 1/2 | 70 1/2 74 1/2 | 71 1/2 75 1/2 | 72 1/2 76 1/2 | | | | 46 1/2 49 1/2 | 47 1/2 49 1/2 |
| 1919 | 66 1/2 70 1/2 | 67 1/2 71 1/2 | 68 1/2 72 1/2 | 69 1/2 73 1/2 | 70 1/2 74 1/2 | 71 1/2 75 1/2 | 72 1/2 76 1/2 | | | | 46 1/2 49 1/2 | 47 1/2 49 1/2 |
| 1920 | 66 1/2 70 1/2 | 67 1/2 71 1/2 | 68 1/2 72 1/2 | 69 1/2 73 1/2 | 70 1/2 74 1/2 | 71 1/2 75 1/2 | 72 1/2 76 1/2 | | | | 46 1/2 49 1/2 | 47 1/2 49 1/2 |
| 1921 | 56 1/2 59 | 58 1/2 61 | 58 1/2 61 | 63 1/2 66 1/2 | 62 1/2 65 1/2 | 65 1/2 68 1/2 | 68 1/2 71 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1922 | 42 1/2 45 | 44 1/2 47 1/2 | 43 1/2 46 1/2 | 44 1/2 47 1/2 | 45 1/2 48 1/2 | 46 1/2 49 1/2 | 47 1/2 50 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1923 | 42 1/2 45 | 44 1/2 47 1/2 | 43 1/2 46 1/2 | 44 1/2 47 1/2 | 45 1/2 48 1/2 | 46 1/2 49 1/2 | 47 1/2 50 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1924 | 43 1/2 46 1/2 | 44 1/2 47 1/2 | 45 1/2 48 1/2 | 46 1/2 49 1/2 | 47 1/2 50 1/2 | 48 1/2 51 1/2 | 49 1/2 52 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1925 | 43 1/2 46 1/2 | 44 1/2 47 1/2 | 45 1/2 48 1/2 | 46 1/2 49 1/2 | 47 1/2 50 1/2 | 48 1/2 51 1/2 | 49 1/2 52 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1926 | 40 1/2 43 1/2 | 41 1/2 44 1/2 | 42 1/2 45 1/2 | 43 1/2 46 1/2 | 44 1/2 47 1/2 | 45 1/2 48 1/2 | 46 1/2 49 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1927 | 61 1/2 64 1/2 | 59 1/2 62 1/2 | 60 1/2 63 1/2 | 61 1/2 64 1/2 | 62 1/2 65 1/2 | 63 1/2 66 1/2 | 64 1/2 67 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1928 | 37 1/2 38 1/2 | 37 1/2 38 1/2 | 38 1/2 39 1/2 | 39 1/2 40 1/2 | 40 1/2 41 1/2 | 41 1/2 42 1/2 | 42 1/2 43 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1929 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1930 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1931 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1932 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1933 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1934 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1935 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1936 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1937 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1938 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1939 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1940 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1941 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1942 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1943 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1944 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1945 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1946 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1947 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1948 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1949 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1950 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1951 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1952 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1953 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1954 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1955 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1956 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1957 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1958 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1959 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1960 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1961 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1962 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1963 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1964 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1965 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1966 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1967 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1968 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1969 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1970 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1971 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1972 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1973 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1974 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1975 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1976 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1977 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1978 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1979 | 32 1/2 33 1/2 | 32 1/2 33 1/2 | 33 1/2 34 1/2 | 34 1/2 35 1/2 | 35 1/2 36 1/2 | 36 1/2 37 1/2 | 37 1/2 38 1/2 | | | | 60 1/2 63 1/2 | 59 1/2 62 1/2 |
| 1980 | 32 1/2 33 1/2 | | | | | | | | | | | |

**MONTHLY RANGE OF PRICES OF No. 2 CORN FOR SEPTEMBER DELIVERY,
FOR A SERIES OF YEARS.**

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|------|------|---------|--------|---------|---------|---------|--------|--------|------|------|------|
| 1914 | 50 | 53½ | 65½@70½ | 63½@70 | 65½@87½ | 66½@70½ | 63½@75½ | 71½@84 | 75½@90 | | | |
| 1915 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1916 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1917 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1918 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1919 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1920 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1921 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1922 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1923 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1924 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1925 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1926 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1927 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1928 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1929 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1930 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1931 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1932 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1933 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1934 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1935 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1936 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1937 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1938 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1939 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1940 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1941 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1942 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1943 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1944 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1945 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1946 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1947 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1948 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1949 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1950 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1951 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1952 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1953 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1954 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |
| 1955 | 51 | 54 | 70½ | 56½ | 55½ | 57½ | 59½ | 68 | 71½ | | | |

**MONTHLY RANGE OF PRICES OF No. 2 CORN FOR DECEMBER DELIVERY
FOR A SERIES OF YEARS.**

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|------|------|------|--------|------|---------|---------|---------|---------|------|------|---------|
| 1914 | | | | | | 54½@59½ | 51½@64½ | 61½@73½ | 60½@70½ | 65 | 62 | 62½@67½ |
| 1913 | | | | | | 55 | 54½ | 71 | 70 | 67½ | 69 | 65½ |
| 1912 | | | | | | 50½ 61½ | 54½ 63½ | 50½ 56½ | 49½ 52½ | 48½ | 44½ | 43½ 73½ |
| 1911 | | | | | | 51 61 | 53½ 61 | 60½ 68½ | 61½ 63½ | 62½ | 61½ | 43½ 47½ |
| 1910 | | | | | | 54 57½ | 50½ 63½ | 55½ 61½ | 47½ 50½ | 44½ | 40 | 63½ 68½ |
| 1909 | | | | | | 52 55½ | 55½ 63½ | 55½ 61½ | 55½ 60 | 55½ | 40 | 44 |
| 1908 | | | | | | 52 55½ | 55½ 63½ | 55½ 61½ | 55½ 60 | 55½ | 40 | 44 |
| 1907 | | | | | | 53½ 57½ | 57½ 61 | 50½ 62½ | 61½ 66½ | 50½ | 58½ | 57½ 64½ |
| 1906 | | | | | | 48 50½ | 40½ 52½ | 48½ 55 | 51½ 57½ | 52½ | 58½ | 56½ 60½ |
| 1905 | | | | | | | 44½ 48½ | 40½ 45½ | 39½ 41½ | 39½ | 48½ | 50½ 54 |
| 1904 | | | | | | 41½ 47 | 42½ 47 | 40½ 43½ | 40½ 42½ | 41 | 39½ | 37½ 41½ |
| 1903 | | | | | | 41½ 42½ | 42½ 44½ | 44½ 46½ | 44½ 46½ | 44½ | 40½ | 40 42½ |
| 1902 | | | | | | 40½ 43½ | 38½ 41½ | 42 43½ | 39½ 42½ | 39½ | 39½ | 42½ 50½ |
| 1901 | | | | | | | 35 38 | 35½ 39 | 38½ 41½ | 38½ | 35½ | 34 36 |
| 1900 | | | | | | | 56½ 64½ | 50½ 62½ | 55½ 63½ | 55½ | 53½ | 64½ 68 |
| 1899 | | | | | | | 31½ 33½ | 32½ 34½ | 33½ 34½ | 33½ | 35 | 30 31½ |
| 1898 | | | | | | | 27½ 32 | 26½ 28½ | 28½ 30½ | 28½ | 29½ | 31½ 36½ |
| 1897 | | | | | | | 27½ 31½ | 27½ 29½ | 28 32½ | 27½ | 24½ | 24 26 |
| 1896 | | | | | | | 26 33½ | 26 31½ | 23½ 27½ | 23½ | 21½ | 20 21½ |
| 1895 | | | | | | | 20½ 24 | 19 21 | 21½ 23½ | 21½ | 21½ | 23½ 24½ |
| 1894 | | | | | | | 25½ 30 | 25½ 30 | 24½ 25½ | 24½ | 24½ | 42½ 47 |

HIGHEST AND LOWEST CASH PRICES ON NO. 2 OATS AT ST. LOUIS FOR A SERIES OF YEARS.

| Year | JAN | FEB | MAR | APRIL | MAY | JUNE | JULY | AUG. | SEPT. | OCT. | NOV. | DEC. |
|------|-----------|----------|----------|----------|----------|-----------|----------|---------|---------|----------|-----------|----------|
| 1914 | 47½ @ 36½ | 43 @ 39½ | 43 @ 38½ | 41 @ 38½ | 41 @ 38½ | 42½ @ 36½ | 38½ @ 35 | 50 @ 34 | 52 @ 45 | 48½ @ 42 | 48½ @ 44½ | 50 @ 46½ |
| 1913 | 35 33 | 35 33 | 35 33 | 32½ 30½ | 35 33 | 42½ 40 | 37½ 35 | 44 42 | 41½ 44½ | 41½ 43½ | 41½ 39 | 41½ 39 |
| 1912 | 52 48½ | 52 50½ | 52½ 50½ | 55 57½ | 53 57½ | 54½ 49½ | 51 32 | 39½ 34½ | 39½ 34½ | 32 33½ | 31 34½ | 33 33 |
| 1911 | 53 50 | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ | 50 48½ |
| 1910 | 50 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1909 | 52½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1908 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1907 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1906 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1905 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1904 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1903 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1902 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1901 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1900 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1899 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1898 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1897 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1896 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1895 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1894 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1893 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1892 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1891 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |
| 1890 | 51½ 45½ | 45½ 43½ | 43 42½ | 41 42½ | 38 38½ | 38½ 34½ | 38 34½ | 35 35 | 30 33½ | 26 32 | 26 32 | 26 32 |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR MAY DELIVERY,
FOR A SERIES OF YEARS

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|---------|---------|---------|---------|---------|-------|---------|---------|---------|---------|---------|---------|
| 1914..... | 39½@42¼ | 39½@41½ | 38½@40½ | 38½@39½ | 38 @40½ | ..... | ..... | ..... | 40½@43 | 40½@54 | 51½@43½ | 50½@54 |
| 1913..... | 33½ 53 | 33½ 36½ | 31½ 34 | 33½ 34½ | 34 40 | ..... | ..... | ..... | 45½ 49½ | 41½ 46½ | 42 43½ | 41½ 44½ |
| 1912..... | 49½ 53 | 53½ 57 | 53½ 57 | 54½ 58½ | 52½ 57 | ..... | ..... | ..... | 33½ 34½ | 33½ 34½ | 31½ 33½ | 32½ 33½ |
| 1911..... | 32½ 34½ | 30½ 32½ | 29½ 31½ | 29½ 32½ | 31½ 35½ | ..... | ..... | ..... | 33½ 50½ | 49½ 50½ | 48½ 50½ | 47½ 49½ |
| 1910..... | 45½ 49 | 45½ 48½ | 42½ 47 | 40½ 43 | 37½ 43½ | ..... | ..... | 46½ 49 | 34 38 | 32 35 | 33½ 33½ | 33½ 34½ |
| 1909..... | 50 51 | 51½ 54½ | 53½ 56½ | 53½ 54½ | 54 58½ | ..... | ..... | 37½ 40 | 40 42½ | 41½ 42½ | 41½ 43 | 42 45½ |
| 1908..... | 49 52½ | 48½ 51½ | 49½ 53 | 47 50½ | 47½ 52 | ..... | ..... | 46½ 48½ | 50½ 52½ | 48½ 51½ | 48½ 50½ | 49½ 53½ |
| 1907..... | 35½ 38½ | 38½ 41½ | 38½ 41½ | 39½ 42 | 42 47 | ..... | ..... | 43½ 48½ | 49½ 52½ | 47 50½ | 47½ 50½ | 50 53½ |
| 1906..... | 30½ 32½ | 29½ 30½ | 29½ 30½ | 30½ 32½ | 32 35 | ..... | ..... | 43½ 48½ | 49½ 52½ | 47 50½ | 47½ 50½ | 50 53½ |
| 1905..... | 30½ 31½ | 30½ 31½ | 27½ 32 | 27½ 28½ | 27½ 31 | ..... | 40 @42 | ..... | 33½ 35½ | 34 35½ | 34½ 35½ | 34½ 35½ |
| 1904..... | 38½ 41½ | 41 44½ | 38½ 41½ | 37½ 41½ | 40 43 | ..... | ..... | ..... | 27½ 29½ | 29 32½ | 31½ 31½ | 31½ 32½ |
| 1903..... | 33½ 37½ | 35 38½ | 30½ 35½ | 32½ 34 | 33 36 | ..... | ..... | ..... | 33½ 35½ | 33½ 35½ | 31½ 32½ | 30½ 31½ |
| 1902..... | 41½ 48½ | 42½ 46½ | 40½ 45½ | 42 44½ | 41½ 43½ | ..... | ..... | ..... | 36½ 38½ | 36 38 | 35 37 | 37 38½ |
| 1901..... | 25½ 28½ | 25 28½ | 26½ 29½ | 25 28½ | 28½ 30½ | ..... | ..... | ..... | 38½ 40½ | 38½ 40½ | 20 31½ | 31 32½ |
| 1900..... | 24 26½ | 24 26½ | 24 26½ | 24 26½ | 22 24½ | ..... | ..... | ..... | 23½ 24½ | 24½ 24½ | 24½ 24½ | 24 24½ |
| 1899..... | 27½ 29½ | 28½ 29½ | 26½ 28½ | 27½ 28½ | 25 28½ | ..... | 21½ 22½ | 21½ 22½ | 22½ 23½ | 24½ 25½ | 24½ 25½ | 24½ 25½ |
| 1898..... | 23½ 24½ | 24½ 27½ | 27½ 28½ | 26½ 32 | 28 32½ | ..... | ..... | 20 23½ | 21½ 23½ | 21½ 23½ | 21½ 23½ | 22 24½ |
| 1897..... | 18½ 20½ | 17½ 18½ | 17½ 18½ | 18½ 19½ | 19 20½ | ..... | 17½ 21½ | 19 21½ | 19 20 | 20½ 23 | 22½ 23½ | 20 22½ |
| 1896..... | 19½ 21 | 21½ 21½ | 19½ 20½ | 17 19½ | 17 18½ | ..... | 20½ 21½ | 21½ 23½ | 20½ 21½ | 20½ 21½ | 20½ 21½ | 20 20½ |
| 1895..... | 28½ 31½ | 29½ 30½ | 29½ 30½ | 29½ 30½ | 29 30½ | ..... | 20½ 21½ | 21½ 23½ | 20½ 21½ | 20½ 21½ | 20½ 21½ | 20 20½ |
| 1894..... | 29½ 31½ | 29½ 30½ | 30½ 31½ | 31½ 31½ | 33½ 36½ | ..... | 24 28½ | 24 28½ | 23½ 26½ | 23½ 26½ | 21½ 24½ | 21 23½ |

**MONTHLY RANGE OF PRICES OF No. 2 OATS FOR JULY DELIVERY,
FOR A SERIES OF YEARS.**

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|---------|----------|----------|----------|----------|----------|----------|------|-------|------|------|----------|
| 1914..... | 30 @41½ | 30½ @40½ | 38½ @40½ | 38½ @39½ | 36½ @39½ | 36½ @40½ | 35½ @37½ | | | | | 40½ @42½ |
| 1913..... | 33½ 35 | 31½ 35½ | 39½ 41½ | 38½ 41½ | 37½ 41½ | 37½ 41½ | 37½ 40 | | | | | 33½ 35½ |
| 1912..... | 43½ 46½ | 40½ 47½ | 47½ 50 | 48½ 54½ | 47½ 54½ | 47½ 54½ | 47 | | | | | |
| 1911..... | 43½ 44½ | 42½ 44½ | 41½ 44½ | 38½ 40½ | 37½ 40½ | 37½ 40½ | 36 38½ | | | | | |
| 1910..... | 45½ 46 | 45½ 48½ | 45½ 49½ | 40½ 43½ | 38½ 41½ | 38½ 41½ | 36 38½ | | | | | |
| 1909..... | | 43½ 44½ | 44 46½ | 40½ 43½ | 38½ 41½ | 38½ 41½ | 43½ 47½ | | | | | |
| 1908..... | | 35½ 36½ | 35 36½ | 33½ 34½ | 32½ 33½ | 32½ 33½ | 45 53 | | | | | |
| 1907..... | 32½ 35½ | 28½ 29½ | 28½ 29½ | 27 28½ | 27½ 28½ | 28½ 29½ | 41½ 50 | | | | | |
| 1906..... | | | | | 30½ 46 | 42 45½ | 41½ 50 | | | | | |
| 1905..... | | | | | 30½ 46 | 42 45½ | 41½ 50 | | | | | |
| 1904..... | 34 35½ | | | | 30½ 46 | 42 45½ | 41½ 50 | | | | | |
| 1903..... | | 30½ 32½ | 28½ 31½ | 28½ 30½ | 30½ 32½ | 30½ 32½ | 37½ 40 | | | | | |
| 1902..... | 37 41 | 36½ 38½ | 36½ 38½ | 36½ 38½ | 36½ 38½ | 36½ 38½ | 37½ 40 | | | | | |
| 1901..... | | | 36½ 38½ | 36½ 38½ | 36½ 38½ | 36½ 38½ | 37½ 40 | | | | | |
| 1900..... | 25½ 26½ | 24½ 26 | 24½ 26 | 24½ 26 | 24½ 26 | 24½ 26 | 27½ 30 | | | | | |
| 1899..... | 20 22½ | 22½ 24½ | 22½ 24½ | 22½ 24½ | 22½ 24½ | 22½ 24½ | 27½ 30 | | | | | |
| 1898..... | | 24½ 26 | 24½ 26 | 24½ 26 | 24½ 26 | 24½ 26 | 27½ 30 | | | | | |
| 1897..... | | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 17½ 18 | | | | | |
| 1896..... | | | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 17½ 18 | | | | | |
| 1895..... | | | 20 20½ | 20 20½ | 20 20½ | 20 20½ | 15½ 19 | | | | | |
| 1894..... | | | 25½ 28 | 25½ 28 | 25½ 28 | 25½ 28 | 27½ 30½ | | | | | |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR SEPTEMBER DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-------|------|---------|---------|---------|---------|---------|---------|---------|---------|------|------|------|
| 1914 | | | | | | 34½@38½ | 33½@38 | 35 @40½ | 45 @41½ | | | |
| 1913 | | | | | | 37½ 44 | 37½ 43½ | 40½ 43½ | 41½ 43½ | | | |
| 1912 | | | 40½@43½ | 41½@44½ | 40½@45 | 38½ 41½ | 37½ 43½ | 40½ 43½ | 31 43½ | | | |
| 1911 | | | 29½ 30½ | 29½ 30½ | 35½ 45 | 35½ 45 | 39½ 47½ | 40 43½ | 43½ 47 | | | |
| 1910 | | | | | 24½ 28½ | 23½ 28½ | 35½ 37½ | 30½ 33½ | 30½ 33½ | | | |
| 1909 | | | | | 41½ 45 | 41½ 43½ | 37½ 43½ | 35 38½ | 37 40½ | | | |
| 1908 | | | | | 36½ 37½ | 34½ 39 | 39½ 45½ | 43½ 49½ | 47½ 50 | | | |
| 1907 | | | | | 34½ 40 | 33 38½ | 36½ 39½ | 43½ 49½ | 46 50½ | | | |
| 1906 | | 27½@39½ | 27½ 29 | 28½ 30½ | 34½ 40 | 33 39½ | 31½ 36½ | 30½ 31½ | 29½ 34½ | | | |
| 1905 | | | | | 29 33½ | 28 30½ | 26½ 30½ | 24½ 28½ | 24½ 27½ | | | |
| 1904 | | | | | 30½ 30½ | 30½ 31½ | 31 33 | 33 36 | 32½ 37 | | | |
| 1903 | | | | | 28½ 30½ | 30½ 31½ | 31 34½ | 32½ 33½ | 30½ 30 | | | |
| 1902 | | | | | 28½ 30½ | 31½ 34½ | 36½ 37½ | 34½ 37½ | 35 37½ | | | |
| 1901 | | | | | 25½ 27½ | 25½ 27½ | 27½ 28½ | 28½ 29½ | 31 31½ | | | |
| 1900 | | | | | 31 31½ | 26 27½ | 27½ 28½ | 30½ 31½ | 31 31½ | | | |
| 1899 | | | | | 20½ 23½ | 20½ 23 | 19½ 20½ | 19½ 20½ | 21½ 24½ | | | |
| 1898 | | | | | 21½ 24½ | 20½ 23 | 19½ 21 | 20½ 21½ | 20½ 24 | | | |
| 1897 | | | | | 21½ 24½ | 17½ 18½ | 17½ 18½ | 17 20½ | 19½ 20½ | | | |
| 1896 | | | | | | 18½ | 18½ | 18½ 19½ | 16 17½ | | | |
| 1895 | | | | | 25½ 31½ | 23½ 30½ | 23 28½ | 18½ 24½ | 17½ 23½ | | | |
| 1894 | | | | | 25½ 31½ | 23½ 33 | 26½ 35½ | 28½ 34½ | 28½ 31½ | | | |

MONTHLY RANGE OF PRICES OF No. 2 OATS FOR DECEMBER DELIVERY,
FOR A SERIES OF YEARS.

| Year. | JAN. | FEB. | MAR. | APRIL. | MAY. | JUNE. | JULY. | AUG. | SEPT. | OCT. | NOV. | DEC. |
|-----------|------|------|------|--------|------|--------|---------|---------|---------|---------|---------|---------|
| 1914..... | | | | | | 41½@44 | 39½@43½ | 37 @53½ | 46½@55 | 45½@50½ | 46½@49½ | 46½@50½ |
| 1913..... | | | | | | | 39½ 38 | 43 46½ | 42½ 47½ | 38½ 43½ | 39 40½ | 38½ 41 |
| 1912..... | | | | | | 37 40½ | 42½ 49½ | 31½ 33½ | 31½ 32½ | 31½ 33 | 30½ 31½ | 30½ 32½ |
| 1911..... | | | | | | | 42½ 49½ | 43 45½ | 45 47½ | 46½ 48½ | 46½ 48½ | 47 49½ |
| 1910..... | | | | | | | 37 38½ | 34½ 37½ | 31½ 34½ | 29½ 32 | 31½ 33½ | 31½ 33½ |
| 1909..... | | | | | | | 37½ 41½ | 35½ 38½ | 37½ 40½ | 35½ 38½ | 38½ 39½ | 39½ 44½ |
| 1908..... | | | | | | | | 44 49½ | 35½ 40½ | 45 48½ | 46½ 48½ | 47½ 50 |
| 1907..... | | | | | | | 38 40½ | 39½ 43 | 45 50½ | 44 48½ | 47 50 | 45 50 |
| 1906..... | | | | | | | 32 37 | 31 32½ | 31 34½ | 31½ 34½ | 30 35½ | 32½ 34½ |
| 1905..... | | | | | | | | 25½ 27½ | 25½ 27½ | 27 30½ | 30 35½ | 30 31½ |
| 1904..... | | | | | | | | 32 38 | 30½ 33½ | 29½ 31½ | 28½ 30½ | 28½ 30 |
| 1903..... | | | | | | | 32 34½ | 33½ 35½ | 35 37½ | 35 37½ | 35 36½ | 31 32½ |
| 1902..... | | | | | | | | 28½ 30½ | 30½ 32½ | 30½ 32½ | 28½ 30 | 28½ 30 |
| 1901..... | | | | | | | | 30½ 32½ | 30½ 32½ | 32½ 34½ | 32½ 34½ | 32½ 34½ |
| 1900..... | | | | | | | | 31 31 | 31 31 | 32½ 34½ | 32½ 34½ | 32½ 34½ |
| 1899..... | | | | | | | | 20½ 22½ | 20½ 22½ | 20½ 22½ | 20½ 22½ | 20½ 22½ |
| 1898..... | | | | | | | | 19½ 21½ | 19½ 21½ | 19½ 21½ | 19½ 21½ | 19½ 21½ |
| 1897..... | | | | | | | | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ |
| 1896..... | | | | | | | | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ |
| 1895..... | | | | | | | | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ |
| 1894..... | | | | | | | | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ | 18½ 19½ |

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS, EAST ST. LOUIS AND VENICE DURING THE YEAR 1914.

THE CITY OF ST. LOUIS.

| | | | | |
|------------------------|---------|-------------------------------|----|---------|
| Sacks. | No. 4 | No. 4 | " | " |
| No. 1 Red Winter..... | 1,988 | No. 4 " | .. | .. |
| No. 2 " | 67,320 | No. 4 Mixed Wheat.... | .. | 80 |
| No. 3 " | 181,550 | No. 4 " | .. | 855 |
| No. 4 " | 68,843 | No. 4 " | .. | 88 |
| No. 4 " " | 10,483 | No. 2 White Winter Wheat..... | .. | 918 |
| No. 2 Hard Winter..... | 206 | Sample Grade Wheat..... | .. | 4,603 |
| No. 4 " | 40 | Total Sacks..... | .. | 219,178 |
| No. 2 Spring..... | 6 | | | |

| | | | |
|----------------------------|---------|-------------------------------|---------|
| No. 1 Red Winter..... | Sacks. | No. 4 "..... | Sacks. |
| No. 2 "..... | 1,988 | No. 3 Mixed Wheat..... | 80 |
| No. 3 "..... | 185,559 | No. 4 Mixed Wheat..... | 855 |
| No. 4 "..... | 68,943 | No. 2 White Winter Wheat..... | 918 |
| No. 4 "..... | 10,483 | Sample Grade Wheat..... | 4,603 |
| No. 2 Hard Winter..... | 265 | | |
| No. 4 "..... | 26 | Total Sacks..... | 219,178 |
| No. 4 Spring..... | 40 | | |
| | | Oars. | Sacks. |
| Inspections—West Side..... |  | ..... | 219,178 |
| " East Side..... |  | ..... | ..... |
|  |  | ..... | 1,524 |
| TOTAL..... | 21,215 | | 219,178 |

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1914.

| CITIES. | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley, bushels. | Total bushels. |
|-----------------------------|--------------------|-------------------|-------------------|------------------|---------------------|-------------------|
| St. Louis..... | 33,569,047 | 17,105,825 | 24,944,650 | 389,000 | 2,390,580 | 78,399,102 |
| Chicago..... | 99,290,000 | 106,600,000 | 138,400,000 | 3,432,000 | 25,460,000 | 373,182,000 |
| New York..... | 50,516,600 | 14,686,325 | 27,786,385 | 2,273,700 | 6,135,500 | 101,398,570 |
| Buffalo..... | 101,875,591 | 25,902,078 | 21,268,166 | 4,342,738 | 13,985,412 | 167,373,985 |
| Minneapolis..... | 115,889,900 | 12,259,690 | 22,215,050 | 6,007,890 | 28,303,920 | 184,176,450 |
| Peoria..... | 2,399,033 | 14,520,478 | 12,925,660 | 493,600 | 2,777,825 | 33,116,596 |
| Baltimore..... | 20,411,272 | 6,494,847 | 26,442,681 | 6,170,739 | 869,984 | 60,329,523 |
| Kansas City..... | 70,751,550 | 23,172,500 | 9,258,200 | 196,900 | 483,000 | 103,868,150 |
| Philadelphia..... | 22,579,716 | 2,640,361 | 10,919,375 | 403,000 | 584,464 | 37,126,916 |
| Milwaukee..... | 9,830,750 | 18,337,855 | 26,791,900 | 3,708,255 | 17,985,540 | 76,654,300 |
| Toledo..... | 6,857,000 | 4,310,200 | 3,585,600 | 104,200 | 40,000 | 14,897,000 |
| Boston..... | 10,948,639 | 407,906 | 5,147,265 | 406,837 | 987,956 | 17,897,603 |
| Duluth and Superior..... | 63,508,030 | 1,377,119 | 7,325,807 | 4,341,477 | 11,197,411 | 87,749,844 |
| Cincinnati..... | 3,816,892 | 8,468,404 | 5,958,304 | 503,248 | 589,181 | 19,336,029 |
| New Orleans..... | 34,349,000 | 3,064,000 | 4,304,000 | ..... | ..... | 41,717,000 |
| Montreal..... | 70,119,614 | 170,444 | 14,165,592 | 382,511 | 5,541,797 | 90,379,958 |
| Detroit..... | 2,246,000 | 3,349,000 | 3,997,000 | 518,000 | 57,000 | 10,167,000 |
| Cleveland..... | 2,234,566 | 2,194,559 | 5,449,342 | 136,648 | 332,553 | 10,347,668 |
| Indianapolis..... | 2,676,000 | 14,437,200 | 5,565,000 | 15,000 | ..... | 22,693,200 |
| Galveston..... | 40,413,600 | 2,871,054 | 150,000 | 142,000 | ..... | 43,576,654 |
| San Francisco..... | 5,578,873 | 436,996 | 1,439,218 | 22,798 | 17,530,521 | 25,306,406 |
| Omaha..... | 18,925,200 | 30,004,800 | 16,950,700 | 584,300 | 518,800 | 66,983,800 |
| St. Joseph..... | 3,307,200 | 6,300,000 | 1,120,500 | ..... | ..... | 10,727,700 |
| Portland, Ore..... | 19,787,500 | 97,200 | 3,094,400 | 27,107 | 3,152,250 | 26,158,457 |

AGGREGATE RECEIPTS OF GRAIN AT THE CITIES NAMED
FOR FOUR YEARS.

| CITIES. | 1911. | 1912. | 1913. | 1914. |
|--------------------------|-------------|-------------|-------------|-------------|
| St. Louis..... | 63,562,097 | 79,997,810 | 80,496,694 | 78,399,102 |
| Chicago..... | 264,900,710 | 290,249,000 | 337,288,000 | 373,182,000 |
| Toledo..... | 15,102,800 | 14,678,000 | 14,733,800 | 14,897,000 |
| Detroit..... | 10,886,878 | 8,850,000 | 7,629,000 | 10,167,000 |
| Kansas City..... | 49,343,200 | 70,258,400 | 66,796,950 | 103,868,150 |
| Milwaukee..... | 44,739,190 | 50,969,820 | 59,464,630 | 76,654,300 |
| Minneapolis..... | 140,117,860 | 164,729,400 | 185,250,340 | 184,176,450 |
| Duluth and Superior..... | 48,288,724 | 109,951,700 | 112,580,717 | 87,749,844 |
| Peoria..... | 27,872,658 | 32,851,870 | 34,574,098 | 33,116,596 |

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

Viz, New York, Boston, Philadelphia, Baltimore, New Orleans,
Newport News and Montreal.

| | | 1911. | 1912. | 1913. | 1914. |
|-------------|----------|------------|-------------|-------------|-------------|
| Flour..... | Barrels. | 19,071,225 | 18,690,083 | 19,449,506 | 23,649,026 |
| Wheat..... | Bushels. | 86,997,750 | 137,655,924 | 181,402,732 | 210,721,679 |
| Corn..... | " | 59,214,686 | 80,275,360 | 44,169,044 | 27,619,069 |
| Oats..... | " | 51,494,224 | 79,268,809 | 54,474,342 | 89,501,655 |
| Rye..... | " | 1,079,650 | 1,200,571 | 2,938,760 | 9,635,787 |
| Barley..... | " | 5,231,783 | 9,972,778 | 13,027,461 | 14,059,301 |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 1 Red Winter Wheat. | No. 2 Red Winter Wheat. | No. 3 Red Winter Wheat. | No. 4 Red Winter Wheat. | Sample Grade. | No. 2 Red Mixed Wheat. |
|-------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|------------------|---------------------------------|
| January 3..... | 76,074 | 651,150 | 19,960 | 6,409 | | |
| 10..... | 78,036 | 598,803 | 23,321 | 7,779 | | |
| 17..... | 74,015 | 565,124 | 15,585 | 6,405 | | |
| 24..... | 70,498 | 512,587 | 15,525 | 2,292 | | |
| 31..... | 71,531 | 570,209 | 16,842 | 2,369 | 1,330 | 1,007 |
| February 7..... | 65,044 | 565,237 | 17,880 | 2,369 | | 2,329 |
| 14..... | 66,891 | 546,709 | 17,020 | 2,369 | 2,807 | 3,328 |
| 21..... | 55,971 | 510,801 | 16,813 | 2,369 | 1,307 | 2,329 |
| 28..... | 46,487 | 481,576 | 17,497 | 1,637 | 1,304 | 2,087 |
| March 7..... | 32,083 | 419,254 | 11,948 | 998 | 1,307 | |
| 14..... | 30,899 | 368,994 | 10,280 | 998 | | |
| 21..... | 30,899 | 331,007 | 8,918 | 2,492 | | |
| 28..... | 30,899 | 257,253 | 6,732 | 998 | | |
| April 4..... | 31,850 | 189,712 | 5,208 | | | |
| 11..... | 29,483 | 187,370 | 4,050 | 1,153 | | |
| 18..... | 26,394 | 130,620 | 6,603 | 1,153 | | |
| 25..... | 14,259 | 97,850 | 4,550 | 1,153 | | |
| May 2..... | 12,721 | 49,525 | 1,521 | | | |
| 9..... | 5,797 | 39,241 | 2,966 | | | |
| 16..... | 1,337 | 39,006 | 1,192 | | | |
| 23..... | | 25,300 | 3,939 | 483 | | |
| 30..... | | 31,902 | 2,596 | | | |
| June 6..... | | 24,028 | 3,270 | | | |
| 13..... | | 20,327 | | | | |
| 20..... | | 2,425 | | | | |
| 27..... | 3,551 | 18,919 | 2,381 | 314 | | |
| July 4..... | 16,302 | 129,641 | 31,732 | 4,914 | | |
| 11..... | 20,576 | 325,136 | 65,216 | 4,096 | | |
| 18..... | 20,092 | 432,011 | 163,518 | 18,111 | | |
| 25..... | 26,602 | 897,004 | 400,581 | 19,379 | | |
| August 1..... | 26,602 | 1,090,399 | 491,974 | 53,110 | | |
| 8..... | 22,276 | 1,373,277 | 864,645 | 90,784 | | |
| 15..... | 22,277 | 1,690,442 | 1,009,718 | 67,208 | | |
| 22..... | 20,773 | 1,695,377 | 977,216 | 49,466 | | |
| 29..... | 20,773 | 1,706,505 | 880,553 | 45,997 | | |
| September 5..... | 19,774 | 1,764,382 | 822,243 | 50,995 | | |
| 12..... | 19,774 | 1,784,102 | 737,389 | 45,156 | | |
| 19..... | 20,283 | 1,923,222 | 804,254 | 55,179 | | |
| 26..... | 20,283 | 2,037,893 | 795,432 | 59,898 | | |
| October 3..... | 20,283 | 2,094,077 | 698,243 | 65,201 | | |
| 10..... | 18,522 | 2,128,549 | 613,255 | 68,229 | | |
| 17..... | 18,520 | 2,209,516 | 564,255 | 63,954 | | |
| 24..... | 18,520 | 2,285,563 | 575,538 | 79,854 | | |
| 31..... | 18,520 | 2,419,150 | 576,776 | 65,644 | | |
| November 7..... | 20,085 | 2,522,885 | 590,696 | 48,323 | 1,234 | |
| 14..... | 24,290 | 2,570,394 | 570,125 | 48,314 | | |
| 21..... | 24,290 | 2,596,390 | 533,830 | 46,259 | 4,413 | |
| 28..... | 24,290 | 2,529,161 | 526,695 | 56,405 | 4,414 | |
| December 5..... | 24,290 | 2,325,246 | 523,618 | 42,692 | 5,270 | |
| 12..... | 24,290 | 2,276,803 | 557,159 | 28,843 | 4,413 | |
| 19..... | 25,110 | 2,229,227 | 584,634 | 38,809 | 4,413 | |
| 26..... | 25,210 | 2,131,711 | 581,937 | 28,163 | 4,415 | |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.**

| No. 3 Red Mixed Wheat. | No. 2 White Winter Wheat. | No. 3 White Winter Wheat. | No. 1 Hard Winter Wheat. | No. 2 Hard Winter Wheat. | No. 3 Hard Winter Wheat. | No. 4 Hard Winter Wheat. |
|---------------------------------|------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| | | 1,447 | 46,949 | 707,118 | 43,680 | 3,362 |
| | | 1,447 | 41,325 | 727,750 | 36,447 | 2,806 |
| | | 1,447 | 41,090 | 701,960 | 33,685 | 2,184 |
| | | 1,447 | 20,752 | 572,684 | 22,615 | 378 |
| | | 1,447 | 24,703 | 546,917 | 13,256 | 378 |
| | | 1,447 | 36,679 | 558,111 | 13,479 | 378 |
| | | 1,447 | 37,882 | 559,579 | 9,466 | 1,693 |
| | | | 39,625 | 573,651 | 7,387 | 1,691 |
| | | | 43,944 | 529,686 | 7,464 | 378 |
| | | | 37,865 | 367,966 | 6,117 | 378 |
| | | | 28,704 | 327,198 | 2,479 | 1,474 |
| | | | 28,704 | 289,860 | 6,476 | 378 |
| | | | 25,741 | 192,748 | 1,471 | 378 |
| | | | 15,024 | 173,875 | 2,550 | 378 |
| | | | 18,143 | 192,589 | 3,193 | 378 |
| 995 | | | 33,149 | 156,579 | 1,472 | |
| 995 | | | 29,506 | 123,892 | 1,472 | |
| 995 | | | | | | |
| | | | 17,242 | 75,987 | 1,303 | |
| | | | 9,416 | 61,255 | 1,303 | |
| | | | 6,280 | 30,564 | 1,303 | |
| | | | 426 | 28,812 | 1,302 | |
| | | | 1,055 | 16,417 | 1,302 | |
| | | | | 9,756 | 1,725 | 1,018 |
| | | | | 5,625 | | |
| | | | | 1,262 | | |
| | | | | 1,515 | | |
| | 638 | | 2,592 | 3,190 | 1,141 | 2,528 |
| | 1,457 | | 2,593 | 3,474 | 8,703 | 3,456 |
| | 1,457 | | 2,593 | 7,142 | 22,552 | 3,454 |
| | 728 | | 4,895 | 10,661 | 20,638 | 2,292 |
| | 728 | | 4,895 | 17,875 | 34,357 | 1,366 |
| | 728 | | 4,895 | 22,500 | 41,246 | 3,329 |
| | 728 | | 4,895 | 38,593 | 55,840 | 4,060 |
| | 728 | | 4,895 | 47,865 | 50,588 | 6,171 |
| | 728 | | 4,895 | 48,638 | 45,681 | 3,093 |
| | 728 | | 4,895 | 52,197 | 46,735 | 4,099 |
| | 728 | | 3,247 | 66,131 | 56,888 | 2,829 |
| | 728 | | 5,456 | 64,630 | 59,682 | 3,897 |
| | 728 | | 4,893 | 72,673 | 59,854 | 4,499 |
| | 728 | | 4,893 | 84,144 | 73,644 | 4,883 |
| | 728 | | 4,894 | 91,030 | 75,296 | 15,495 |
| | 728 | | 4,893 | 86,126 | 71,450 | 6,025 |
| | 728 | | 4,438 | 79,178 | 62,453 | 3,788 |
| | 728 | | 4,438 | 64,102 | 33,048 | 7,440 |
| | 728 | | 4,753 | 32,442 | 25,478 | 1,367 |
| | 728 | | 4,438 | 45,897 | 35,355 | 1,681 |
| | 728 | | 4,434 | 52,280 | 54,194 | 3,842 |
| | 728 | | 2,302 | 58,733 | 52,095 | 4,443 |
| | 1,137 | | 2,302 | 70,193 | 79,295 | 1,163 |
| | 1,137 | | 4,129 | 54,633 | 39,634 | 1 |
| | 1,137 | | 4,129 | 62,605 | 37,516 | 844 |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 2 Spring Wheat. | No. 3 Spring Wheat. | No. 4 Spring Wheat. | No. 2 White Spring Wheat. | No. 3 White Spring Wheat. | No. 4 White Spring Wheat. |
|------------------------------|------------------------------------|------------------------------------|------------------------------------|--|--|--|
| January 3..... | | 4,987 | 253 | 1,097 | 9,907 | 1,132 |
| 10..... | 986 | 4,987 | 761 | 1,097 | 9,907 | |
| 17..... | 986 | 6,465 | 761 | 1,097 | 9,907 | |
| 24..... | | 1,094 | 253 | 1,097 | 9,907 | |
| 31..... | | 1,094 | 253 | 1,097 | 9,907 | |
| February 7..... | 1,178 | 1,094 | 253 | 1,097 | 9,907 | |
| 14..... | | 1,094 | 253 | 1,097 | 9,907 | |
| 21..... | | 1,094 | 253 | 1,097 | 9,907 | |
| 28..... | | 1,094 | 253 | 1,097 | 9,907 | |
| March 7..... | | 1,094 | 253 | 1,097 | 7,979 | |
| 14..... | | | | | 7,979 | |
| 21..... | | | | | 38 | |
| 28..... | | | | | 38 | |
| April 4..... | | | | | 38 | |
| 11..... | | | | | 38 | |
| 18..... | | | | | 38 | |
| 25..... | | | | | 38 | |
| May 2..... | | | | | 38 | |
| 9..... | | | | | | |
| 16..... | | | | | | |
| 23..... | | | | | | |
| 30..... | | | | | | |
| June 6..... | | | | | | |
| 13..... | | | | | | |
| 20..... | | | | | | |
| 27..... | | | | | | |
| July 4..... | | | | | | |
| 11..... | | | | | | |
| 18..... | | | | | | |
| 25..... | | | | | | |
| August 1..... | | | | | | |
| 8..... | | | | | | |
| 15..... | | | | | | |
| 22..... | | | | | | |
| 29..... | | | | | | |
| September 5..... | | | | | | |
| 12..... | | | | | | |
| 19..... | | | | | | |
| 26..... | | | | | 756 | |
| October 3..... | | | | | 756 | |
| 10..... | | | | | 756 | |
| 17..... | | | | 1,110 | 756 | |
| 24..... | | | | | 556 | |
| 31..... | 69 | | 137 | 4,987 | 3,869 | 66 |
| November 7..... | 69 | | 137 | | | |
| 14..... | | | | | | |
| 21..... | | | | | | |
| 28..... | | | | 1,269 | 3,795 | |
| December 5..... | | | | 1,269 | 5,718 | |
| 12..... | | | | 1,269 | | |
| 19..... | | | | | 4,241 | |
| 26..... | | | | | 9,694 | |

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.

| No. 2 Mixed Wheat. | No. 3 Mixed Wheat. | No. 4 Mixed Wheat. | No. 2 Hard Mixed Wheat. | No. 1 Durum Wheat. | No. 2 Durum Wheat. | No. 3 Durum Wheat. |
|--------------------------|--------------------------|--------------------------|----------------------------------|--------------------------|--------------------------|--------------------------|
| 37,276 | 2,356 | 809 | ..... | 3,639 | 116,241 | 38,545 |
| 33,554 | 2,299 | 809 | ..... | 5,097 | 114,841 | 38,545 |
| 34,871 | 2,299 | 809 | ..... | 5,097 | 105,778 | 38,545 |
| 34,870 | 4,687 | ..... | ..... | 5,097 | 104,378 | 38,545 |
| 41,588 | 4,685 | 1,111 | ..... | 5,097 | 96,941 | 34,145 |
| 38,883 | 5,796 | 696 | ..... | 5,097 | 91,324 | 34,145 |
| 41,890 | 7,670 | 1,375 | ..... | 5,097 | 88,520 | 34,145 |
| 24,767 | 5,911 | ..... | ..... | 5,097 | 84,611 | 25,620 |
| 16,998 | 5,040 | 1,124 | ..... | 5,097 | 79,465 | 10,687 |
| 24,571 | 6,374 | 1,124 | ..... | 5,097 | 49,507 | 5,374 |
| 16,112 | 3,880 | ..... | ..... | 3,639 | 32,402 | 5,374 |
| 11,208 | 2,832 | ..... | ..... | 3,639 | 24,407 | 5,374 |
| 15,840 | 2,833 | ..... | ..... | 3,639 | 25,792 | 5,374 |
| 9,674 | ..... | ..... | ..... | 3,639 | 24,800 | 1,477 |
| 16,980 | 1,278 | ..... | 913 | 3,639 | 24,407 | 1,474 |
| 11,774 | ..... | ..... | 911 | 3,639 | 25,790 | 1,474 |
| 12,146 | ..... | ..... | 911 | 2,639 | 25,794 | 1,477 |
| 11,187 | ..... | ..... | ..... | 1,334 | 25,390 | 1,474 |
| 15,215 | ..... | ..... | ..... | 1,333 | 25,390 | 1,474 |
| 15,620 | ..... | ..... | ..... | 1,330 | 24,407 | 1,477 |
| 13,078 | 618 | ..... | ..... | ..... | 24,407 | 1,474 |
| 1,940 | 618 | ..... | ..... | ..... | 24,407 | 1,474 |
| 1,940 | ..... | ..... | ..... | ..... | 24,407 | 1,474 |
| 1,940 | ..... | ..... | ..... | ..... | 23,074 | 1,474 |
| 1,118 | ..... | ..... | ..... | ..... | 23,074 | 1,476 |
| 127 | ..... | ..... | ..... | ..... | 19,474 | 1,474 |
| 3,075 | 1,175 | ..... | ..... | ..... | 16,727 | ..... |
| 6,770 | 2,127 | ..... | ..... | ..... | 2,694 | ..... |
| 7,547 | 6,879 | ..... | ..... | ..... | ..... | ..... |
| 12,496 | 9,678 | 133 | ..... | ..... | ..... | ..... |
| 11,841 | 12,206 | 133 | ..... | ..... | ..... | ..... |
| 12,875 | 15,178 | 133 | ..... | ..... | ..... | ..... |
| 12,090 | 14,729 | 133 | ..... | ..... | ..... | ..... |
| 12,834 | 17,472 | 66 | ..... | ..... | ..... | ..... |
| 17,699 | 19,336 | 66 | ..... | ..... | ..... | ..... |
| 17,704 | 21,681 | 66 | ..... | ..... | ..... | ..... |
| 17,705 | 20,477 | 66 | ..... | ..... | ..... | ..... |
| 18,601 | 19,578 | 66 | ..... | ..... | ..... | ..... |
| 17,214 | 15,741 | 1,311 | ..... | ..... | 2,489 | 1,701 |
| 16,229 | 11,891 | 2,515 | ..... | ..... | 2,489 | 1,709 |
| 19,080 | 12,757 | 2,452 | ..... | ..... | 2,489 | 1,709 |
| 12,726 | 12,757 | 3,489 | ..... | ..... | 3,953 | 1,701 |
| 14,850 | 13,526 | 3,496 | ..... | ..... | 1,464 | 801 |
| 5,743 | 9,963 | 2,460 | ..... | ..... | 1,462 | ..... |
| 15,877 | 13,832 | 2,520 | ..... | ..... | 2,396 | ..... |
| 16,454 | 14,954 | 1,032 | ..... | ..... | 2,396 | ..... |
| 16,843 | 15,896 | 1,068 | ..... | ..... | 2,396 | ..... |
| 14,446 | 14,999 | 1,926 | ..... | ..... | 2,396 | ..... |
| 15,595 | 13,664 | 1,068 | ..... | ..... | 2,396 | ..... |
| 12,811 | 10,883 | 1,068 | ..... | ..... | 2,396 | ..... |
| 12,571 | 10,883 | 66 | ..... | ..... | 2,396 | ..... |
| 14,178 | 10,883 | 911 | ..... | ..... | 2,396 | ..... |

**STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST ST.
LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 4 Durum Wheat. | Weekly Wheat. | Sample Grade Wheat. | Screen- ing. | Total Wheat, Bushels. |
|----------------------|--------------------------|------------------|---------------------------|-----------------|-----------------------------|
| January | | | | | |
| 3..... | 3,236 | | 6,446 | 76,584 | 1,784,033 |
| 10..... | 3,236 | | 6,596 | 82,199 | 1,740,429 |
| 17..... | 3,236 | | 4,485 | 78,397 | 1,656,339 |
| 24..... | 3,136 | | 2,793 | 79,114 | 1,484,128 |
| 31..... | 2,637 | | 210 | 76,211 | 1,450,645 |
| February | | | | | |
| 7..... | 450 | | 3,165 | 75,326 | 1,453,873 |
| 14..... | 1,193 | | 3,865 | 76,777 | 1,445,397 |
| 21..... | 559 | | 3,173 | 75,821 | 1,374,033 |
| 28..... | | | 4,699 | 68,342 | 1,267,596 |
| March | | | | | |
| 7..... | | | 1,719 | 71,540 | 982,105 |
| 14..... | | | 713 | 71,316 | 841,125 |
| 21..... | 430 | | 625 | 74,017 | 747,287 |
| 28..... | | | 12 | 77,987 | 569,248 |
| April | | | | | |
| 4..... | | | 2,638 | 94,044 | 460,863 |
| 11..... | | | 2,633 | 99,406 | 438,721 |
| 18..... | | | 2,638 | 84,016 | 403,299 |
| 25..... | | | 58 | 79,531 | 316,740 |
| May | | | | | |
| 2..... | | | 150 | 74,454 | 197,772 |
| 9..... | | | 172 | 68,599 | 163,462 |
| 16..... | | | 3 | 67,329 | 122,519 |
| 23..... | | | 624 | 64,016 | 100,461 |
| 30..... | | | | 56,745 | 81,711 |
| June | | | | | |
| 6..... | | | | 51,612 | 67,618 |
| 13..... | | | | 43,801 | 52,340 |
| 20..... | | | | 47,434 | 28,093 |
| 27..... | | | | 41,626 | 47,502 |
| July | | | | | |
| 4..... | | | 2,813 | 41,532 | 207,894 |
| 11..... | | | 2,144 | 47,858 | 438,848 |
| 18..... | | | 5,220 | 29,283 | 673,061 |
| 25..... | | | 6,333 | 23,439 | 1,409,404 |
| August | | | | | |
| 1..... | | | 9,467 | 20,456 | 1,734,946 |
| 8..... | | | 16,125 | 16,953 | 2,454,314 |
| 15..... | | | 8,513 | 10,120 | 2,897,808 |
| 22..... | | | 7,836 | 9,341 | 2,885,656 |
| 29..... | | | 4,287 | 8,007 | 2,805,463 |
| September | | | | | |
| 5..... | | | 1,900 | 12,102 | 2,801,780 |
| 12..... | | | 9,731 | 6,806 | 2,743,054 |
| 19..... | | | 13,449 | 6,605 | 2,984,055 |
| 26..... | | | 6,055 | 6,609 | 3,093,001 |
| October | | | | | |
| 3..... | | | 7,701 | 7,620 | 3,062,741 |
| 10..... | | | 7,670 | 3,384 | 2,943,660 |
| 17..... | | | 6,369 | 3,384 | 3,086,549 |
| 24..... | | | 6,821 | 3,384 | 3,170,541 |
| 31..... | | | 5,248 | | 3,264,679 |
| November | | | | | |
| 7..... | 1,027 | | 5,102 | 3,714 | 3,324,516 |
| 14..... | 1,027 | | 6,043 | 3,714 | 3,319,797 |
| 21..... | 1,027 | | 5,389 | 4,166 | 3,334,400 |
| 28..... | 1,027 | | 4,467 | 3,384 | 3,300,268 |
| December | | | | | |
| 5..... | 1,027 | | 2,768 | 4,291 | 3,082,922 |
| 12..... | 1,027 | | 2,906 | 3,384 | 3,077,853 |
| 19..... | 1,027 | | 4,434 | 6,792 | 3,017,945 |
| 26..... | 1,027 | | 2,163 | 6,660 | 2,919,019 |

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE
OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 2. | No. 3. | No. 4. | No. 5. | No. 2 White. | No. 3 White. | No. 4 White. | No. 6 White. | No. 2 Yellow. |
|----------------------|--------|--------|--------|--------|-----------------|-----------------|-----------------|-----------------|------------------|
| Jan. 3.... | 64,991 | 19,051 | 6,473 | | 17,051 | 5,075 | 16,418 | | 47,721 |
| 10.... | 66,348 | 13,773 | 7,412 | | 22,674 | 5,075 | 16,772 | | 55,002 |
| 17.... | 73,273 | 17,697 | 2,912 | | 22,674 | 13,146 | 21,278 | | 51,072 |
| 24.... | 82,044 | 15,246 | 3,672 | | 22,674 | 15,972 | 22,207 | | 57,479 |
| 31.... | 82,481 | 18,918 | 6,284 | | 22,674 | 26,637 | 30,784 | | 56,514 |
| Feb. 7.... | 81,040 | 25,212 | 5,246 | | 22,678 | 38,936 | 32,207 | | 46,947 |
| 14.... | 81,040 | 22,685 | 5,242 | | 22,674 | 44,182 | 30,796 | | 42,499 |
| 21.... | 79,891 | 23,928 | 5,358 | | 22,808 | 39,208 | 29,556 | | 35,596 |
| 28.... | 84,949 | 29,800 | 6,717 | | 25,709 | 50,381 | 15,338 | | 35,596 |
| Mch. 7.... | 87,016 | 37,254 | 1,127 | | 22,321 | 51,607 | 30,751 | | 36,594 |
| 14.... | 87,016 | 42,807 | 6,541 | | 23,119 | 57,205 | 38,478 | | 36,289 |
| 21.... | 89,013 | 38,404 | 4,218 | | 24,134 | 60,026 | 40,280 | | 36,495 |
| 28.... | 90,240 | 30,484 | 1,296 | | 24,033 | 59,786 | 23,270 | | 39,278 |
| Apl. 4.... | 94,156 | 29,035 | | | 23,591 | 47,570 | 18,181 | | 38,877 |
| 11.... | 94,156 | 29,972 | | | 24,068 | 42,883 | 13,501 | | 42,977 |
| 18.... | 94,156 | 17,429 | | | 26,181 | 39,661 | 8,963 | | 29,628 |
| 25.... | 78,537 | 7,464 | | | 26,181 | 34,946 | 3,853 | | 10,372 |
| May 2.... | 84,903 | 3,010 | | | 19,258 | 15,512 | 6,975 | | 9,173 |
| 9.... | 24,762 | 1,826 | | | 16,422 | 34,881 | 5,207 | | 11,163 |
| 16.... | 23,364 | 1,321 | | | 20,353 | 18,652 | 1,539 | | 29,771 |
| 23.... | 16,801 | | 1,050 | | 4,706 | 4,544 | | | 4,736 |
| 30.... | 25,173 | | | | 6,602 | 2,940 | | | 47,317 |
| June 6.... | 31,621 | 1,298 | 845 | | 17,559 | 4,216 | 2,436 | | 89,959 |
| 13.... | 44,569 | 8,486 | 2,690 | | 16,600 | 4,544 | 775 | | 185,145 |
| 20.... | 44,569 | 5,716 | 845 | | 20,312 | 889 | | | 194,051 |
| 27.... | 44,569 | 4,794 | 845 | | 19,497 | 1,596 | 3,136 | | 203,165 |
| July 4.... | 44,569 | 4,794 | | | 13,107 | | | | 178,858 |
| 11.... | 35,834 | 4,797 | 845 | | 10,003 | | | | 94,999 |
| 18.... | 12,578 | | | | 6,849 | 294 | 390 | | 41,943 |
| 25.... | 5,000 | | | | 5,185 | 390 | | | 24,280 |
| Aug. 1.... | 4,000 | 249 | | | 5,572 | 2,396 | | | 21,086 |
| 8.... | 13 | 249 | | | 3,596 | 2,783 | | | 14,594 |
| 15.... | 13 | 249 | | | 3,983 | 2,396 | | | 7,594 |
| 22.... | | | | | 3,983 | 1,714 | | | 3,664 |
| 29.... | 3,143 | | | | 2,383 | 1,589 | | | 69 |
| Sept. 5.... | 15,141 | | | 1,394 | 2,380 | 9,621 | | | 12,048 |
| 12.... | 28,424 | | | 1,394 | 2,380 | 8,218 | | | 8,948 |
| 19.... | 26,428 | | | 1,392 | 2,380 | 8,220 | | | 5,948 |
| 26.... | 12,606 | | | 1,394 | 2,380 | 7,018 | | | 4,966 |
| Oct. 3.... | 16,267 | | | 1,394 | 755 | 3,848 | | | 4,966 |
| 10.... | 11,726 | | 94 | 1,393 | 1,379 | | | | 7,207 |
| 17.... | 10,119 | | 94 | | 1,379 | | | | 1,213 |
| 24.... | 5,319 | | 94 | | 1,379 | | | | 50 |
| 31.... | 5,319 | | 94 | | 1,379 | | | | 50 |
| Nov. 7.... | | | | | | | | | 50 |
| 14.... | | 3,509 | 1,154 | | | | | | 50 |
| 21.... | | 3,193 | 1,031 | | | 3,509 | 1,157 | | 50 |
| 28.... | | 195 | | | | | 1,333 | | 50 |
| Dec. 5.... | | 195 | | | 4,941 | 1,162 | | | 50 |
| 12.... | 1,425 | 3,148 | | | 4,102 | | 21 | | 3,086 |
| 19.... | 5,665 | 14,155 | | | 4,736 | 1,423 | | | 50 |
| 26.... | 14,475 | 7,900 | | | 5,540 | 2,584 | | | 441 |

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE CLOSE
OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 3 Yellow. | No. 4 Yellow. | No. 2 St. Charles White. | No. 3 St. Charles White. | Screen- ing. | Sample Grade. | TOTAL BUSSHES. | KARFA CORN. |
|----------------------|------------------|------------------|--------------------------------|--------------------------------|-----------------|------------------|-------------------|----------------|
| Jan. 3.. | 17,130 | 83,214 | | | | 13,401 | 290,521 | 57,108 |
| 10.. | 19,779 | 80,307 | | | | 5,218 | 292,360 | 57,112 |
| 17.. | 17,013 | 66,185 | | | | 2,480 | 287,730 | 57,112 |
| 24.. | 26,242 | 56,103 | | | | 9,757 | 311,396 | 57,112 |
| 31.. | 40,097 | 45,045 | | | | 6,078 | 335,512 | 58,650 |
| Feb. 7.. | 46,874 | 47,097 | | | | 3,569 | 349,806 | 60,705 |
| 14.. | 46,875 | 48,599 | | 863 | | 3,570 | 349,025 | 61,592 |
| 21.. | 59,304 | 42,859 | 1,127 | | | 5,146 | 344,781 | 57,892 |
| 28.. | 92,516 | 26,685 | | 289 | | 5,922 | 373,902 | 61,268 |
| March 7.. | 95,582 | 29,874 | | 289 | | 5,985 | 398,400 | 61,266 |
| 14.. | 83,592 | 17,602 | | 503 | | 8,039 | 400,691 | 61,268 |
| 21.. | 67,012 | 9,391 | 430 | 418 | | 3,013 | 372,814 | 60,962 |
| 28.. | 56,579 | 5,756 | 1,131 | 418 | 629 | 986 | 333,886 | 60,518 |
| April 4.. | 58,565 | 2,506 | | 418 | 18 | 5,190 | 318,137 | 57,199 |
| 11.. | 38,688 | | | 418 | 18 | 1,549 | 288,230 | 57,199 |
| 18.. | 16,092 | | | | 18 | 300 | 232,428 | 56,128 |
| 25.. | 1,302 | | | | 18 | 592 | 163,265 | 56,240 |
| May 2.. | 4,216 | | 1,062 | | | 5,569 | 99,691 | 49,375 |
| 9.. | 10,098 | 3,056 | | | | 1,984 | 108,899 | 47,231 |
| 16.. | | | | | | 965 | 95,965 | 49,374 |
| 23.. | 1,564 | | | | | | 33,401 | 2,116 |
| 30.. | 914 | | | | | | 82,946 | 36,258 |
| June 6.. | 28,437 | 7,283 | | | | 1,981 | 185,635 | 28,487 |
| 13.. | 78,712 | 3,794 | | | | 2,430 | 342,145 | 26,497 |
| 20.. | 87,660 | 1,142 | | | | | 355,184 | 20,640 |
| 27.. | 94,487 | 414 | | | | 1,443 | 373,965 | 19,033 |
| July 4.. | 51,455 | | | | | | 292,802 | 17,515 |
| 11.. | 19,216 | | | | 20 | | 165,714 | 15,801 |
| 18.. | 4,182 | | | | 20 | 1,435 | 67,671 | 15,801 |
| 25.. | 2,393 | | | | 19 | | 37,277 | 15,801 |
| Aug. 1.. | | | | | 19 | | 33,322 | |
| 8.. | | | | | 19 | | 21,254 | |
| 15.. | | | | | 19 | | 14,254 | |
| 22.. | | | | | 19 | | 9,380 | |
| 29.. | | | | | 19 | 841 | 8,044 | |
| Sept. 5.. | | | | | 19 | | 40,003 | |
| 12.. | | | | | 19 | | 49,383 | |
| 19.. | | | | | 19 | | 44,387 | |
| 26.. | | | | | 19 | | 28,383 | |
| Oct. 3.. | | | | | 19 | | 27,249 | 798 |
| 10.. | | | | | 19 | | 21,815 | 1,243 |
| 17.. | | | | | 19 | | 12,824 | 1,243 |
| 24.. | | | | | 19 | | 6,861 | |
| 31.. | | | | | 19 | | 6,861 | |
| Nov. 7.. | | | | | 19 | | 69 | |
| 14.. | 843 | | | | 19 | 330 | 5,905 | |
| 21.. | 3,592 | 3,556 | | | 19 | 330 | 16,437 | |
| 28.. | 4,113 | 7,854 | | | 19 | 709 | 14,273 | |
| Dec. 5.. | 4,002 | | | | 19 | 1,623 | 11,992 | |
| 12.. | 3,829 | | | | 19 | 187 | 15,817 | 1,595 |
| 19.. | | | | | 19 | | 26,048 | |
| 26.. | 1,263 | | | | 19 | | 32,222 | 40,846 |

**STOCK OF OATS IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 2. | No. 3. | No. 4. | No. 3 White. | No. 3 White. | No. 4 White. | Sample Grade White. |
|----------------------|--------|--------|--------|-----------------|-----------------|-----------------|---------------------------|
| Jan. 3..... | 97,662 | 16,553 | 4,861 | 15,711 | 892,517 | 36,033 | 2,158 |
| 10..... | 98,624 | 15,777 | 4,857 | 15,711 | 867,224 | 35,095 | 2,123 |
| 17..... | 87,541 | 11,592 | 262 | 15,715 | 825,901 | 35,098 | |
| 24..... | 73,936 | 11,594 | 262 | 14,559 | 858,484 | 36,867 | |
| 31..... | 62,656 | 11,081 | 262 | 13,674 | 869,355 | 42,420 | |
| Feb. 7..... | 56,591 | 9,317 | 2,543 | 13,675 | 883,053 | 46,064 | |
| 14..... | 55,208 | 9,320 | 2,543 | 9,312 | 835,739 | 43,577 | |
| 21..... | 55,053 | 8,875 | 2,547 | 9,312 | 813,453 | 44,822 | 479 |
| 28..... | 53,790 | 7,647 | 2,543 | 8,376 | 817,835 | 42,559 | |
| March 7..... | 48,291 | 7,674 | 2,548 | 8,337 | 831,901 | 52,464 | |
| 14..... | 47,515 | 10,371 | 1,162 | 5,788 | 858,651 | 55,570 | |
| 21..... | 43,230 | 11,971 | 3,889 | 6,575 | 819,364 | 51,846 | |
| 28..... | 44,219 | 9,179 | 388 | 6,542 | 751,103 | 54,199 | |
| April 4..... | 31,506 | 5,941 | 1,879 | 1,224 | 719,054 | 33,861 | |
| 11..... | 31,506 | 5,941 | 1,876 | 1,224 | 611,980 | 30,946 | |
| 18..... | 29,755 | 3,245 | 262 | | 432,609 | 17,657 | |
| 25..... | 28,650 | 3,232 | 265 | | 320,735 | 4,226 | |
| May 2..... | 28,509 | 3,232 | 262 | | 220,286 | 6,331 | |
| 9..... | 13,033 | 10,146 | 120 | 1,664 | 136,710 | 12,291 | |
| 16..... | 5,580 | 10,146 | 124 | 1,664 | 75,217 | 8,221 | |
| 23..... | 5,279 | 10,148 | 120 | 1,664 | 38,909 | 5,217 | |
| 30..... | 5,279 | 10,146 | 123 | 1,664 | 27,770 | 5,640 | |
| June 6..... | 3,681 | 10,146 | 985 | 1,664 | 33,554 | 3,615 | |
| 13..... | 7,925 | 8,574 | 1,656 | 1,664 | 21,822 | 5,767 | |
| 20..... | 7,925 | 8,576 | | 1,664 | 17,487 | 7,845 | |
| 27..... | 7,925 | 8,576 | | 1,664 | 60,167 | 13,215 | |
| July 4..... | 7,925 | 1,665 | | | 32,362 | 13,215 | |
| 11..... | 7,925 | 1,666 | | | 16,976 | 6,117 | |
| 18..... | 13,919 | 3,477 | | | 2,282 | 729 | |
| 25..... | 27,098 | 3,477 | | | 1,673 | 2,815 | |
| Aug. 1..... | 41,682 | 1,661 | | | 8,247 | 222 | |
| 8..... | 39,824 | 2,905 | | | 15,695 | 5,604 | |
| 15..... | 31,001 | 1,244 | | | 51,173 | 13 | |
| 22..... | 20,942 | 3,113 | | | 112,845 | 2,535 | |
| 29..... | 26,512 | 4,978 | | | 130,984 | 5,917 | |
| Sept. 5..... | 31,888 | 9,160 | | | 119,285 | 11,301 | |
| 12..... | 31,853 | 13,556 | 9,454 | | 133,243 | 13,085 | |
| 19..... | 45,329 | 28,155 | 17,402 | 1,995 | 171,916 | 20,925 | |
| 26..... | 49,350 | 28,158 | 18,401 | 3,699 | 179,718 | 18,925 | |
| Oct. 3..... | 51,165 | 29,676 | 18,405 | 5,767 | 185,913 | 10,052 | |
| 10..... | 51,165 | 29,676 | 20,210 | 5,767 | 202,183 | 20,400 | |
| 17..... | 49,915 | 29,676 | 19,782 | 5,767 | 196,190 | 2,005 | |
| 24..... | 49,915 | 29,676 | 19,779 | 5,767 | 193,692 | 2,967 | |
| 31..... | 49,915 | 29,676 | 18,394 | 5,767 | 188,196 | 2,005 | |
| Nov. 7..... | 45,131 | 21,336 | 26,731 | 5,767 | 185,295 | 3,343 | |
| 14..... | 49,674 | 30,546 | 18,391 | 5,767 | 174,601 | 2,004 | |
| 21..... | 46,672 | 30,548 | 18,395 | 5,767 | 173,238 | 3,256 | |
| 28..... | 47,701 | 22,827 | 14,231 | 5,767 | 203,269 | 3,365 | |
| Dec. 5..... | 46,201 | 21,627 | 14,181 | 5,767 | 199,498 | 5,263 | |
| 12..... | 46,201 | 21,628 | 15,040 | 5,767 | 208,528 | 3,254 | |
| 19..... | 46,201 | 20,757 | 15,040 | 5,767 | 243,976 | 7,630 | |
| 26..... | 41,910 | 22,450 | 15,341 | 5,767 | 285,129 | 12,166 | |

**STOCK OF OATS IN STORE AT ST. LOUIS AND EAST ST. LOUIS
IN PUBLIC ELEVATORS, BY GRADES, AT THE
CLOSE OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 2 Color. | No. 3 Color. | No. 4 Color. | Standard. | Purified. | Screen- ings. | Sample Grade. | Total Bushels. |
|----------------------|-----------------|-----------------|-----------------|-----------|-----------|------------------|------------------|-------------------|
| Jan. 3. | 7,421 | 3,765 | 10,310 | 80,830 | ..... | 6 | 35,735 | 1,203,563 |
| 10. | 3,461 | 3,507 | 10,808 | 81,245 | ..... | 6 | 34,331 | 1,172,369 |
| 17. | 3,461 | 4,776 | 9,698 | 81,170 | ..... | 1,141 | 34,331 | 1,110,689 |
| 24. | 2,740 | 4,776 | 9,698 | 128,461 | 2,214 | 6 | 33,361 | 1,176,958 |
| 31. | 249 | 3,507 | 9,698 | 135,586 | 2,214 | 6 | 33,362 | 1,184,070 |
| Feb. 7. | 38 | 2,719 | 9,698 | 128,225 | 2,214 | 6 | 33,361 | 1,187,504 |
| 14. | 38 | 1,394 | 9,698 | 115,201 | 2,214 | 6 | 33,361 | 1,117,611 |
| 21. | 38 | 8,913 | ..... | 103,707 | 2,214 | 6 | 34,155 | 1,083,574 |
| 28. | ..... | 479 | 8,913 | 114,895 | 2,214 | 6 | 27,569 | 1,086,853 |
| March 7. | ..... | 479 | 8,913 | 108,561 | 2,214 | 6 | 25,380 | 1,096,768 |
| 14. | ..... | 479 | 6,565 | 115,105 | 2,214 | 6 | 20,405 | 1,123,831 |
| 21. | ..... | ..... | 4,285 | 114,494 | 2,214 | 6 | 7,544 | 1,064,918 |
| 28. | ..... | ..... | 2,540 | 106,411 | 2,214 | 6 | 5,356 | 982,157 |
| April 4. | ..... | ..... | 1,540 | 80,306 | ..... | 1 | 3,386 | 878,698 |
| 11. | ..... | ..... | 1,391 | 74,982 | ..... | 6 | 2,604 | 762,456 |
| 18. | ..... | ..... | 1,391 | 50,390 | ..... | ..... | 2,601 | 537,916 |
| 25. | ..... | ..... | 1,391 | 35,302 | ..... | 6 | 2,516 | 396,323 |
| May 2. | ..... | ..... | 891 | 35,302 | ..... | 6 | 2,516 | 297,335 |
| 9. | ..... | ..... | 891 | 33,284 | ..... | ..... | 2,515 | 210,654 |
| 16. | ..... | ..... | 891 | 42,627 | ..... | ..... | 2,515 | 146,985 |
| 23. | ..... | ..... | 891 | 21,615 | ..... | ..... | ..... | 83,843 |
| 30. | ..... | ..... | 891 | 9,343 | ..... | ..... | 2,515 | 63,271 |
| June 6. | ..... | ..... | 891 | 7,265 | ..... | ..... | 4,395 | 66,196 |
| 13. | ..... | ..... | ..... | 5,467 | ..... | ..... | 1,879 | 54,754 |
| 20. | ..... | ..... | ..... | 1,250 | ..... | ..... | 1,879 | 46,626 |
| 27. | ..... | ..... | ..... | 4,772 | ..... | ..... | 8,643 | 104,962 |
| July 4. | ..... | ..... | ..... | 4,019 | ..... | ..... | 9,884 | 69,070 |
| 11. | ..... | ..... | ..... | 5,324 | ..... | ..... | 9,884 | 47,891 |
| 18. | ..... | ..... | ..... | 1,119 | ..... | ..... | 11,436 | 82,962 |
| 25. | ..... | ..... | ..... | 1,956 | ..... | ..... | 8,705 | 45,724 |
| Aug. 1. | ..... | ..... | ..... | 1,956 | ..... | ..... | 7,240 | 61,008 |
| 8. | ..... | ..... | ..... | 300 | ..... | ..... | 2,570 | 66,900 |
| 15. | ..... | ..... | ..... | 3,535 | ..... | ..... | 1,309 | 88,275 |
| 22. | ..... | 11,485 | ..... | 9,271 | ..... | ..... | ..... | 161,191 |
| 29. | ..... | 12,875 | ..... | 14,393 | ..... | ..... | ..... | 195,609 |
| Sept. 5. | ..... | 12,875 | ..... | 10,858 | ..... | ..... | ..... | 195,367 |
| 12. | ..... | 12,875 | ..... | 10,858 | ..... | ..... | ..... | 224,824 |
| 19. | ..... | 14,140 | ..... | 14,227 | ..... | ..... | ..... | 314,089 |
| 26. | ..... | 12,875 | ..... | 16,132 | ..... | ..... | 1,155 | 328,413 |
| Oct. 3. | ..... | 12,875 | ..... | 16,132 | ..... | ..... | 1,155 | 331,140 |
| 10. | ..... | 12,875 | ..... | 16,132 | ..... | ..... | ..... | 358,408 |
| 17. | ..... | 12,875 | ..... | 16,132 | ..... | ..... | ..... | 332,342 |
| 24. | ..... | 12,875 | ..... | 16,132 | ..... | ..... | ..... | 330,803 |
| 31. | ..... | 12,875 | ..... | 16,132 | ..... | ..... | ..... | 322,960 |
| Nov. 7. | ..... | 12,875 | ..... | 16,949 | ..... | ..... | 268 | 317,695 |
| 14. | 5,585 | 12,875 | ..... | 16,824 | ..... | ..... | 265 | 316,532 |
| 21. | 5,585 | 12,875 | ..... | 14,574 | ..... | ..... | 1,292 | 312,202 |
| 28. | 5,585 | 12,875 | ..... | 12,763 | ..... | ..... | ..... | 328,383 |
| Dec. 5. | 635 | 12,875 | ..... | 12,763 | ..... | ..... | ..... | 318,810 |
| 12. | 998 | 12,875 | ..... | 12,763 | ..... | ..... | ..... | 327,054 |
| 19. | ..... | 12,875 | ..... | 12,763 | ..... | ..... | ..... | 365,009 |
| 26. | ..... | 12,875 | ..... | 13,468 | ..... | ..... | 2,398 | 411,504 |

**STOCK OF RYE AND BARLEY IN STORE AT ST. LOUIS AND
EAST ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES,
AT THE CLOSE OF EACH WEEK DURING 1914.**

| SATURDAY EVENING. | No. 2 Rye. | No. 3 Rye. | No. 4 Rye. | Total Bushels Rye. | Total Bushels Barley. |
|----------------------|---------------|---------------|---------------|--------------------------|-----------------------------|
| Jan. 3..... | 20,802 | 14,779 | 4,591 | 39,672 | 35,624 |
| 10..... | 21,275 | 14,778 | 4,591 | 40,644 | 34,189 |
| 17..... | 21,563 | 14,778 | 10,666 | 47,007 | 33,260 |
| 24..... | 21,458 | 15,849 | 9,428 | 46,735 | 31,265 |
| 31..... | 21,460 | 16,404 | 9,430 | 47,294 | 32,329 |
| Feb. 7..... | 20,461 | 16,405 | 9,428 | 46,294 | 31,242 |
| 14..... | 21,089 | 15,504 | 8,251 | 44,844 | 29,165 |
| 21..... | 21,089 | 15,174 | 5,776 | 42,039 | 27,373 |
| 28..... | 21,089 | 9,285 | 4,684 | 35,058 | 27,165 |
| March 7..... | 18,648 | 8,731 | 1,535 | 28,914 | 24,787 |
| 14..... | 18,017 | 8,679 | 1,519 | 28,215 | 30,082 |
| 21..... | 18,018 | 7,821 | 1,517 | 27,356 | 35,598 |
| 28..... | 18,017 | 8,554 | 1,517 | 28,083 | 35,860 |
| April 4..... | 15,470 | 7,366 | 1,518 | 24,354 | 33,284 |
| 11..... | 16,306 | 4,974 | 2,968 | 24,248 | 30,085 |
| 18..... | 14,838 | 4,829 | 2,969 | 22,636 | 23,105 |
| 25..... | 12,643 | 4,465 | 2,969 | 20,077 | 23,658 |
| May 2..... | 9,810 | 4,465 | 2,969 | 17,244 | 24,593 |
| 9..... | 6,660 | 3,907 | 7,823 | 18,395 | 21,587 |
| 16..... | 4,319 | 3,907 | 7,827 | 16,054 | 19,418 |
| 23..... | 4,319 | 3,907 | 7,828 | 16,054 | 22,566 |
| 30..... | 3,818 | 1,398 | 7,828 | 13,044 | 23,229 |
| June 6..... | 1,101 | 1,398 | 7,828 | 10,327 | 23,229 |
| 13..... | 1,086 | 684 | 7,828 | 9,598 | 18,447 |
| 20..... | 1,388 | | 7,828 | 9,216 | 18,447 |
| 27..... | 433 | | 7,828 | 8,261 | 12,707 |
| July 4..... | 433 | 1,405 | 7,828 | 9,666 | 10,772 |
| 11..... | | | 7,828 | 7,828 | 10,772 |
| 18..... | 1,581 | | 5,328 | 6,909 | 540 |
| 25..... | 116 | | 5,328 | 5,444 | 5 |
| Aug. 1..... | 116 | | | 116 | 5 |
| 8..... | 116 | | | 116 | 5 |
| 15..... | 116 | | | 116 | 5 |
| 22..... | 347 | | | 347 | 5 |
| 29..... | | | | | 5 |
| Sept. 5..... | | | 1,393 | 1,393 | 5 |
| 12..... | | | 1,393 | 1,393 | 5 |
| 19..... | 220 | | 1,393 | 1,613 | 5 |
| 26..... | | | 1,393 | 1,393 | 15,710 |
| Oct. 3..... | | | 1,393 | 1,393 | 16,752 |
| 10..... | | | 1,393 | 1,393 | 17,420 |
| 17..... | | | 1,393 | 1,393 | 17,420 |
| 24..... | 1,060 | | 1,393 | 2,453 | 16,045 |
| 31..... | 1,060 | | 1,393 | 2,453 | 8,537 |
| Nov. 7..... | 1,060 | | | 1,060 | 1,725 |
| 14..... | 1,060 | 100 | | 1,160 | 5 |
| 21..... | 67 | | | 67 | 5 |
| 28..... | 224 | 99 | | 323 | 5 |
| Dec. 5..... | 224 | 396 | | 620 | 5 |
| 12..... | 224 | 501 | | 725 | 5 |
| 19..... | 157 | 126 | | 283 | 5 |
| 26..... | 414 | 505 | | 919 | 5 |

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1914.

| 1914. | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley. bushels. |
|-----------------|--------------------|-------------------|-------------------|------------------|---------------------|
| January 3.... | 1,784,023 | 290,521 | 1,203,562 | 39,672 | 35,624 |
| 10.... | 1,740,429 | 292,360 | 1,172,269 | 40,644 | 34,189 |
| 17.... | 1,656,829 | 287,730 | 1,110,689 | 47,007 | 33,260 |
| 24.... | 1,484,128 | 311,396 | 1,176,958 | 46,735 | 31,265 |
| 31.... | 1,450,645 | 335,512 | 1,184,070 | 47,294 | 32,329 |
| February 7.... | 1,458,873 | 349,806 | 1,187,504 | 46,294 | 31,242 |
| 14.... | 1,445,297 | 349,025 | 1,117,611 | 44,844 | 29,165 |
| 21.... | 1,374,033 | 344,781 | 1,083,574 | 42,039 | 27,373 |
| 28.... | 1,267,596 | 373,902 | 1,086,853 | 35,058 | 27,165 |
| March 7.... | 982,105 | 398,400 | 1,096,768 | 28,914 | 24,737 |
| 14.... | 841,125 | 400,691 | 1,123,831 | 28,215 | 30,032 |
| 21.... | 747,287 | 372,814 | 1,064,918 | 27,356 | 35,598 |
| 28.... | 569,248 | 333,886 | 982,157 | 28,088 | 35,860 |
| April 4.... | 460,863 | 318,137 | 878,698 | 24,354 | 33,284 |
| 11.... | 488,721 | 288,230 | 762,456 | 24,248 | 30,085 |
| 18.... | 403,229 | 232,428 | 537,916 | 22,636 | 23,105 |
| 25.... | 316,740 | 163,265 | 396,323 | 20,077 | 23,658 |
| May 2.... | 197,772 | 99,691 | 297,335 | 17,244 | 24,593 |
| 9.... | 163,462 | 108,899 | 210,654 | 18,395 | 21,587 |
| 16.... | 122,519 | 95,965 | 146,985 | 16,064 | 19,418 |
| 23.... | 100,461 | 33,401 | 83,843 | 16,064 | 22,866 |
| 30.... | 81,711 | 82,946 | 63,271 | 13,044 | 23,229 |
| June 6.... | 67,618 | 185,635 | 66,196 | 10,327 | 23,229 |
| 13.... | 52,340 | 342,145 | 54,754 | 9,598 | 18,447 |
| 20.... | 28,093 | 355,184 | 46,626 | 9,216 | 18,447 |
| 27.... | 47,502 | 373,965 | 104,962 | 8,261 | 12,707 |
| July 4.... | 207,894 | 292,802 | 69,070 | 9,666 | 10,772 |
| 11.... | 438,848 | 165,714 | 47,891 | 7,828 | 10,772 |
| 18.... | 673,061 | 67,671 | 32,962 | 6,909 | 540 |
| 25.... | 1,409,404 | 37,277 | 45,724 | 5,444 | 5 |
| August 1.... | 1,784,946 | 33,322 | 61,008 | 116 | 5 |
| 8.... | 2,454,314 | 21,254 | 66,900 | 116 | 5 |
| 15.... | 2,897,808 | 14,254 | 88,275 | 116 | 5 |
| 22.... | 2,885,656 | 9,380 | 161,191 | 347 | 5 |
| 29.... | 2,805,463 | 8,044 | 195,609 | | 5 |
| September 5.... | 2,801,780 | 40,603 | 195,867 | 1,393 | 5 |
| 12.... | 2,743,054 | 49,383 | 224,924 | 1,393 | 5 |
| 19.... | 2,984,055 | 44,387 | 314,089 | 1,613 | 5 |
| 26.... | 3,093,001 | 28,383 | 328,413 | 1,393 | 15,710 |
| October 3.... | 3,062,741 | 27,249 | 331,140 | 1,393 | 16,752 |
| 10.... | 2,943,660 | 21,818 | 358,408 | 1,393 | 17,420 |
| 17.... | 3,086,549 | 12,824 | 332,342 | 1,393 | 17,420 |
| 24.... | 3,170,541 | 6,861 | 330,803 | 2,453 | 16,045 |
| 31.... | 3,204,679 | 6,861 | 322,960 | 2,453 | 8,537 |
| November 7.... | 3,324,516 | 69 | 317,695 | 1,060 | 1,725 |
| 14.... | 3,319,797 | 5,905 | 316,532 | 1,160 | 5 |
| 21.... | 3,334,400 | 16,437 | 312,202 | 67 | 5 |
| 28.... | 3,300,268 | 14,273 | 328,383 | 323 | 5 |
| December 5.... | 3,082,922 | 11,992 | 318,810 | 620 | 5 |
| 12.... | 3,077,953 | 16,817 | 327,054 | 725 | 5 |
| 19.... | 3,017,945 | 26,048 | 365,009 | 263 | 5 |
| 26.... | 2,919,019 | 32,222 | 411,504 | 919 | 5 |

VISIBLE SUPPLY OF GRAIN FOR 1913

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN TRANSIT DURING 1913, AS REPORTED BY THE
CHICAGO BOARD OF TRADE.

| 1913 | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley, bushels. |
|-----------------|--------------------|-------------------|-------------------|------------------|---------------------|
| January 4.... | 65,342,000 | 5,879,000 | 8,457,000 | 1,719,000 | 3,610,000 |
| 11.... | 66,187,000 | 6,824,000 | 8,792,000 | 1,810,000 | 3,647,000 |
| 18.... | 66,824,000 | 7,652,000 | 9,316,000 | 1,619,000 | 3,286,000 |
| 25.... | 65,019,000 | 9,290,000 | 9,815,000 | 1,535,000 | 3,211,000 |
| February 1.... | 64,913,000 | 9,717,000 | 9,646,000 | 1,469,000 | 2,711,000 |
| 8.... | 64,990,000 | 12,336,000 | 10,869,000 | 1,438,000 | 2,786,000 |
| 15.... | 64,584,000 | 14,235,000 | 11,053,000 | 1,396,000 | 2,614,000 |
| 22.... | 63,785,000 | 16,576,000 | 11,426,000 | 1,311,000 | 2,601,000 |
| March 1.... | 63,786,000 | 17,918,000 | 12,343,000 | 1,202,000 | 2,335,000 |
| 8.... | 63,231,000 | 20,053,000 | 12,637,000 | 1,168,000 | 2,516,000 |
| 15.... | 62,248,000 | 21,191,000 | 12,845,000 | 1,121,000 | 2,403,000 |
| 22.... | 60,486,000 | 22,660,000 | 12,923,000 | 1,071,000 | 2,363,000 |
| 29.... | 58,996,000 | 21,494,000 | 13,115,000 | 1,063,000 | 2,558,000 |
| April 6.... | 56,771,000 | 19,726,000 | 12,254,000 | 912,000 | 2,635,000 |
| 13.... | 55,457,000 | 17,419,000 | 11,549,000 | 832,000 | 2,613,000 |
| 19.... | 52,995,000 | 12,353,000 | 10,435,000 | 723,000 | 2,631,000 |
| 26.... | 50,823,000 | 9,445,000 | 9,483,000 | 742,000 | 2,653,000 |
| May 3.... | 47,157,000 | 7,270,000 | 8,704,000 | 684,000 | 1,706,000 |
| 10.... | 45,567,000 | 5,313,000 | 8,105,000 | 676,000 | 1,798,000 |
| 17.... | 42,855,000 | 4,330,000 | 7,305,000 | 590,000 | 1,770,000 |
| 24.... | 40,063,000 | 2,644,000 | 6,542,000 | 572,000 | 1,627,000 |
| 31.... | 37,940,000 | 2,640,000 | 8,105,000 | 503,000 | 1,627,000 |
| June 7.... | 34,652,000 | 4,397,000 | 8,456,000 | 506,000 | 1,259,000 |
| 14.... | 32,951,000 | 7,332,000 | 9,229,000 | 422,000 | 1,092,000 |
| 21.... | 31,372,000 | 9,663,000 | 11,927,000 | 389,000 | 1,066,000 |
| 28.... | 30,163,000 | 11,479,000 | 14,756,000 | 449,000 | 1,478,000 |
| July 5.... | 29,470,000 | 11,655,000 | 15,838,000 | 342,000 | 1,211,000 |
| 12.... | 28,957,000 | 11,277,000 | 17,681,000 | 421,000 | 1,605,000 |
| 19.... | 29,390,000 | 9,670,000 | 17,885,000 | 429,000 | 1,641,000 |
| 26.... | 33,081,000 | 7,817,000 | 17,641,000 | 375,000 | 1,487,000 |
| August 2.... | 37,677,000 | 6,389,000 | 17,131,000 | 382,000 | 1,319,000 |
| 9.... | 41,545,000 | 5,221,000 | 17,157,000 | 468,000 | 1,284,000 |
| 16.... | 44,426,000 | 3,583,000 | 19,834,000 | 511,000 | 1,348,000 |
| 23.... | 44,689,000 | 2,617,000 | 22,500,000 | 683,000 | 1,400,000 |
| 30.... | 44,530,000 | 2,612,000 | 24,662,000 | 674,000 | 1,822,000 |
| September 6.... | 45,075,000 | 3,210,000 | 27,542,000 | 805,000 | 2,172,000 |
| 13.... | 46,505,000 | 5,301,000 | 28,637,000 | 965,000 | 3,477,000 |
| 20.... | 49,487,000 | 6,405,000 | 31,130,000 | 1,241,000 | 4,114,000 |
| 27.... | 49,026,000 | 7,308,000 | 31,398,000 | 1,391,000 | 4,509,000 |
| October 4.... | 52,061,000 | 8,122,000 | 30,718,000 | 1,549,000 | 3,967,000 |
| 11.... | 54,491,000 | 8,311,000 | 32,371,000 | 1,685,000 | 4,772,000 |
| 18.... | 55,743,000 | 7,352,000 | 31,755,000 | 1,755,000 | 5,762,000 |
| 25.... | 53,502,000 | 7,075,000 | 31,839,000 | 1,866,000 | 4,855,000 |
| November 1.... | 55,105,000 | 6,206,000 | 31,684,000 | 2,032,000 | 5,197,000 |
| 8.... | 56,282,000 | 4,929,000 | 31,164,000 | 2,193,000 | 4,507,000 |
| 15.... | 60,984,000 | 3,524,000 | 31,136,000 | 2,236,000 | 5,763,000 |
| 22.... | 59,730,000 | 2,334,000 | 30,239,000 | 2,307,000 | 5,544,000 |
| 29.... | 58,868,000 | 2,026,000 | 29,664,000 | 2,299,000 | 5,549,000 |
| December 6.... | 62,939,000 | 2,352,000 | 28,902,000 | 2,284,000 | 5,226,000 |
| 13.... | 60,993,000 | 2,674,000 | 27,222,000 | 2,325,000 | 5,974,000 |
| 20.... | 62,369,000 | 4,856,000 | 26,492,000 | 2,359,000 | 5,828,000 |
| 27.... | 63,473,000 | 7,923,000 | 26,764,000 | 2,329,000 | 5,895,000 |

VISIBLE SUPPLY OF GRAIN FOR 1914

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND IN TRANSIT DURING 1914, AS REPORTED BY THE
CHICAGO BOARD OF TRADE.

| 1914. | Wheat, bushels. | Corn, bushels. | Oats, bushels. | Rye, bushels. | Barley, bushels. |
|-----------------|--------------------|-------------------|-------------------|------------------|---------------------|
| January 3.... | 63,743,000 | 12,126,000 | 26,909,000 | 2,226,000 | 5,712,000 |
| 10.... | 63,881,000 | 14,212,000 | 26,242,000 | 2,252,000 | 5,631,000 |
| 17.... | 62,490,000 | 15,280,000 | 25,235,000 | 2,261,000 | 5,147,000 |
| 24.... | 61,653,000 | 15,692,000 | 24,722,000 | 2,229,000 | 5,213,000 |
| 31.... | 60,806,000 | 16,505,000 | 24,450,000 | 2,085,000 | 4,762,000 |
| February 7.... | 59,349,000 | 16,802,000 | 23,418,000 | 1,983,000 | 5,095,000 |
| 14.... | 59,198,000 | 17,595,000 | 22,540,000 | 1,964,000 | 4,837,000 |
| 21.... | 57,806,000 | 17,537,000 | 22,077,000 | 1,833,000 | 4,815,000 |
| 28.... | 57,021,000 | 18,374,000 | 21,489,000 | 1,822,000 | 4,973,000 |
| March 7.... | 56,379,000 | 19,126,000 | 21,577,000 | 1,746,000 | 4,826,000 |
| 14.... | 56,348,000 | 20,268,000 | 20,815,000 | 1,543,000 | 4,326,000 |
| 21.... | 54,707,000 | 20,081,000 | 20,670,000 | 1,504,000 | 4,372,000 |
| 28.... | 53,635,000 | 19,755,000 | 19,797,000 | 1,439,000 | 4,388,000 |
| April 4.... | 51,862,000 | 18,812,000 | 19,222,000 | 1,447,000 | 4,206,000 |
| 11.... | 50,801,000 | 17,546,000 | 18,748,000 | 1,452,000 | 4,225,000 |
| 18.... | 49,224,000 | 15,514,000 | 16,135,000 | 1,287,000 | 3,036,000 |
| 25.... | 46,698,000 | 12,623,000 | 14,893,000 | 1,217,000 | 2,656,000 |
| May 2.... | 43,378,000 | 9,380,000 | 13,262,000 | 1,165,000 | 2,487,000 |
| 9.... | 38,107,000 | 7,271,000 | 9,962,000 | 944,000 | 2,575,000 |
| 16.... | 33,094,000 | 5,490,000 | 9,311,000 | 693,000 | 2,200,000 |
| 23.... | 31,662,000 | 4,086,000 | 8,240,000 | 589,000 | 1,932,000 |
| 30.... | 29,775,000 | 4,409,000 | 8,144,000 | 613,000 | 1,761,000 |
| June 6.... | 27,537,000 | 5,559,000 | 7,720,000 | 417,000 | 1,544,000 |
| 13.... | 23,412,000 | 7,641,000 | 7,624,000 | 503,000 | 1,471,000 |
| 20.... | 18,934,000 | 7,921,000 | 7,407,000 | 492,000 | 1,386,000 |
| 27.... | 14,999,000 | 7,589,000 | 7,326,000 | 430,000 | 1,410,000 |
| July 4.... | 13,248,000 | 6,912,000 | 7,210,000 | 369,000 | 1,197,000 |
| 11.... | 15,269,000 | 5,723,000 | 6,634,000 | 296,000 | 1,104,000 |
| 18.... | 18,706,000 | 4,404,000 | 5,627,000 | 261,000 | 969,000 |
| 25.... | 24,184,000 | 3,529,000 | 5,445,000 | 222,000 | 940,000 |
| August 1.... | 29,744,000 | 3,208,000 | 6,482,000 | 168,000 | 902,000 |
| 8.... | 34,324,000 | 2,718,000 | 10,111,000 | 208,000 | 971,000 |
| 15.... | 33,885,000 | 2,070,000 | 15,593,000 | 182,000 | 880,000 |
| 22.... | 33,027,000 | 2,196,000 | 18,890,000 | 180,000 | 801,000 |
| 29.... | 31,534,000 | 3,923,000 | 20,124,000 | 290,000 | 1,193,000 |
| September 5.... | 30,019,000 | 5,008,000 | 21,455,000 | 427,000 | 1,714,000 |
| 12.... | 31,755,000 | 5,654,000 | 23,765,000 | 666,000 | 2,573,000 |
| 19.... | 36,821,000 | 6,620,000 | 24,778,000 | 1,029,000 | 3,026,000 |
| 26.... | 45,382,000 | 5,855,000 | 25,088,000 | 1,210,000 | 3,663,000 |
| October 3.... | 51,586,000 | 5,461,000 | 27,285,000 | 1,245,000 | 3,965,000 |
| 10.... | 57,121,000 | 4,727,000 | 29,226,000 | 1,923,000 | 4,167,000 |
| 17.... | 60,156,000 | 4,065,000 | 31,359,000 | 2,071,000 | 5,102,000 |
| 24.... | 63,149,000 | 3,074,000 | 32,016,000 | 1,940,000 | 5,033,000 |
| 31.... | 65,922,000 | 3,114,000 | 31,866,000 | 1,897,000 | 5,091,000 |
| November 7.... | 67,941,000 | 2,901,000 | 33,053,000 | 1,752,000 | 5,384,000 |
| 14.... | 73,476,000 | 2,774,000 | 32,103,000 | 1,998,000 | 5,726,000 |
| 21.... | 75,388,000 | 2,989,000 | 32,304,000 | 1,659,000 | 5,153,000 |
| 28.... | 74,086,000 | 3,382,000 | 32,471,000 | 1,941,000 | 5,984,000 |
| December 5.... | 72,374,000 | 6,063,000 | 31,463,000 | 1,683,000 | 5,077,000 |
| 12.... | 76,240,000 | 10,225,000 | 32,184,000 | 1,397,000 | 4,958,000 |
| 19.... | 75,106,000 | 13,326,000 | 31,683,000 | 1,791,000 | 4,984,000 |
| 26.... | 73,745,000 | 15,864,000 | 32,848,000 | 1,644,000 | 5,336,000 |

MISSOURI CROP REPORT FOR 1914.

By W. L. NELSON, Assistant Secretary Missouri State Board of Agriculture.

More than a million dollars' worth of corn to the County, is a record that Missouri has made for the year 1914, according to returns compiled from official reports made to the Secretary of the Missouri State Board of Agriculture.

The corn yield for the State is estimated at a little more than 175,000,000 bushels, or practically the same as the Board's preliminary estimate, made on September 1st. This means that the Missouri farmer has this year grown about forty-two million bushels more of corn than he grew in 1913. The average yield for the past five years has been but 28,000,000 more than for the present year.

FARM VALUES OF HALF A BILLION DOLLARS.

The Board estimates the value of farm crops grown in Missouri this year at more than \$200,000,000, or nine million dollars in excess of the five-year average. Large as are these figures, they do not disclose the real returns from Missouri farms. Had live stock, wool, dairy products, poultry, orchard and apiary products been included, it would have been seen, that even in what has been counted a rather unfavorable year, Missouri farm productions and sales have totaled not less than \$500,000,000.

FIELD CROPS WORTH MORE THAN \$200,000,000.

The value of Missouri crops for the year 1914 reaches the magnificent total of \$201,455,275, according to estimates based upon reports made by the Board's official representatives in the 114 counties of the State. The average crop value for the five-year period, 1909-1913, has been \$192,515,000, with \$209,219,000 as the highest within this period. Corn carries the big figure for 1914, the value of the crop being placed at \$115,257,869. This represents an average price of 66 cents per bushel. A number of other crops show a decided increase in value, and some a gratifying gain in yield.

CORN YIELD OF 175,158,000 BUSHELS.

The State production of 175,158,000 bushels of corn, grown on 7,421,678 acres, represents a yield of 23.6 bushels per acre. The total yield for 1913 was 132,748,500 bushels, and the average yield per acre was 17.6 bushels. The average yield for the past five-year period has

been 203,462,000 bushels, or 26.9 bushels per acre. The highest yield for this period was in 1910, when the crop consisted of 252,472,000 bushels, with an acre yield of 32.4 bushels.

Good farming, and a fairly favorable season in the northwestern part of the State, and along the western border, made possible the yields for 1914.

In the Northeast section, the yield from 1,541,630 acres, was 35,585,749 bushels, an average of 23 bushels per acre. At 68 cents per bushel, this represents a value of \$24,294,703. The largest acreage and heaviest yield was in the northwest section, where 2,080,203 acres produced 60,521,351 bushels of corn, the yield per acre being 29.1 bushels. Here the price is figured at 64 cents, and the total value at \$38,927,667. In the central section, the yield from 1,257,843 acres was 28,955,712 bushels, an average of 23 bushels per acre. At 69 cents per bushel, this represents a value of \$20,105,610.

The Southwest section was favored with a good season along the western border, but suffered because of lack of moisture in the eastern and southern parts. For this section, as a whole, the yield per acre was 23 bushels, varying from 6 to 31 bushels. The total yield from 1,647,734 acres was 37,971,909 bushels. At 60 cents per bushel, the value is \$22,744,493.

In the southeast section, with much of the best soil in the State, an unusual deficiency in moisture resulted in a decidedly short crop. The average yield per acre was but 13.5 bushels, and the yield from 894,268 acres totaled only 12,123,351 bushels. In this section, the yield for one or more counties fell as low as five bushels per acre, while in twelve of the counties it was 10 bushels or less. The value of the corn grown in this section, figured at 76 cents per bushel, is \$9,185,396.

Individual counties making heaviest yields of corn are mainly in the northwest section, where Atchison leads, with 5,715,279 bushels. Nodaway is next, with 4,828,600 bushels, and Andrew follows, with 4,218,304 bushels. In the Southwest section, Cass County leads, with 4,194,889 bushels, and Vernon crowds close, with 3,919,900 bushels. Saline, with a yield of 4,110,750 bushels, leads the central section. Corn gathering has progressed satisfactorily. It is estimated that 73 per cent of the crop had been harvested by December 1st. The quality is below the average, being placed at 70. There is much wormy corn.

ALMOST 37,000,000 BUSHELS OF WHEAT.

The Board of Agriculture estimates the 1914 wheat yield at 36,933,501 bushels, harvested from 2,156,637 acres. This represents a yield of 17.1 bushels per acre, which is the same as the preliminary estimate made at the time of harvesting. The value of the crop, figured at the December 1st price, of a fraction less than \$1.00 per bushel, is \$36,835,481.

The acreage and yield of wheat, by sections, is: Northeast, 378,435 acres; 6,540,513 bushels; average yield, 17 bushels. Northwest, 394,101

acres; 7,074,631 bushels; average yield, 17.9 bushels. Central, 482,218 acres; 8,215,710 bushels; average yield, 17 bushels. Southwest, 453,736 acres; 8,411,841 bushels; average yield, 18.5 bushels. Southeast, 448,147 acres; 6,690,807 bushels; average yield, 14.9 bushels.

Counties that grew more than one million bushels of wheat are: Lincoln, 1,184,238, and St. Charles, 1,276,683, in the northeast section; Saline, 1,438,056, in the central section; Jasper, 1,003,134, in the southwest section; and Franklin, 1,072,400, in the southeast section. In the northwest section, Carroll, Lafayette, and Platte each grew more than 900,000 bushels.

INCREASE OF SEVEN PER CENT IN WHEAT ACREAGE.

The new wheat crop shows an increase of seven per cent in acreage. This means a total of 2,308,586 acres. The largest increase is in the Southeast section, where 15 per cent more ground has been put in wheat. The northeast section shows an increase of 10 per cent; central, 3; southwest, 11. The northwest section shows a decrease of 4 per cent. The condition of the growing plant is 85.4 for the State. Owing to heavy rains during the seeding season, much wheat went in very late, and is not in the best condition to go through a severe winter. There is considerable complaint of Hessian fly in the early wheat.

OAT YIELD REDUCED.

The estimate for the 1914 oat crop shows a yield of 18,534,533 bushels, grown on 893,144 acres. This is an average yield of 20.8 bushels for the State. By sections, the yield was: northeast, 14.8 bushels; northwest, 25.6 bushels; central, 18.5; southwest, 27; southeast, 15.5. At 43 cents per bushel, the crop represents a value of \$7,948,510. The shortage of oats was due to unfavorable weather conditions, which caused about one-fourth of the crop to be pastured or cut for hay. Henry, with a yield estimated at 761,670 bushels, is the leading county in oat production for the year 1914.

HAY CROP WORTH \$25,000,000.

The yield of tame hay harvested from 2,027,317 acres, is estimated at 1,877,402 tons, valued at \$13.70 per ton, or a total of \$25,715,065. For 1913, the acreage was 2,142,762, yield 2,175,735 tons, and value \$29,063,473. The reduction for the year 1914 is due to drouth, and to the work of the army worm and other insect pests.

PRAIRIE HAY MORE PLENTIFUL.

The prairie hay crop, grown principally in the Southwest section of the State, where generally favorable weather conditions prevailed, shows an increase. The acreage for 1914 is estimated at 134,563; the yield 121,404 tons, valued at \$1,221,735, or a little more than \$10 per ton. The 1913 acreage was 127,963, yield 100,955 tons, valued at \$1,163,236.

OTHER CROP YIELDS AND VALUES.

The value of the Missouri cotton crop for the year 1914 is less, owing to the reduced price. In a few places, the harvesting has been neglected, as growers have not thought it profitable to give it the usual care.

Potatoes and sorghum both show an increase over 1913, so that there will be no serious shortage of either of the old-time staples, "spuds" or "long sweetening." The seed yield both of timothy and clover is less than for the preceding year.

Following is a summary of acreage, yields and values, as figured in the report:

| | Acreage. | Yield. | Value. |
|---|-----------|---|---------------------------------|
| Corn..... | 7,421,678 | 175,158,072 bu. | \$115,257,969 |
| Wheat..... | 2,156,637 | 36,933,501 bu. | 36,885,481 |
| Oats..... | 893,144 | 18,534,533 bu. | 7,948,510 |
| Tame Hay..... | 2,027,317 | 1,877,402 tons. | 25,715,065 |
| Prairie Hay..... | 134,563 | 121,404 tons. | 1,221,735 |
| Flax..... | 8,781 | 61,467 bu. | 82,980 |
| Rye..... | 7,285 | 116,560 bu. | 108,401 |
| Buckwheat..... | 1,029 | 14,406 bu. | 13,254 |
| Barley..... | 515 | 9,270 bu. | 7,975 |
| Broom Corn..... | 1,819 | 591,175 lbs. | 23,352 |
| Cotton..... | 74,576 | 26,847,360 lbs. | 1,610,842 |
| Potatoes..... | 50,000 | 2,500,000 bu. | 1,850,000 |
| Tobacco..... | 4,398 | 2,726,760 lbs. | 272,676 |
| Sorghum Syrup and } Seed..... } | 12,710 | Seed: 203,360 bu. Syrup: 902,410 gals. | Seed: 237,931 Syrup: 550,470 |
| Clover Seed..... | 8,838 | 14,141 bu. | 137,168 |
| Timothy Seed..... | 4,384 | 10,522 bu. | 31,566 |
| Forage, Cowpeas, Kaffir, Soy Beans, Miscellaneous Vegetables, etc., | | | 9,500,000 |

CROPS OF MISSOURI BY COUNTIES IN 1914.

| COUNTY. | Wheat, Bushels. | Corn, Bushels. | Oats, Bushels. | Hay and Forage, Tons. |
|---------------------|--------------------|-------------------|-------------------|-----------------------------|
| Adair..... | 17,808 | 1,664,608 | 129,200 | 81,873 |
| Audrain..... | 205,238 | 3,070,340 | 265,780 | 12,755 |
| Andrew..... | 255,882 | 4,218,304 | 143,802 | 32,785 |
| Atchison..... | 272,954 | 5,715,279 | 505,860 | 37,466 |
| Barry..... | 511,020 | 1,233,050 | 162,150 | 14,688 |
| Barton..... | 319,902 | 1,527,898 | 306,030 | 4,357 |
| Bates..... | 655,886 | 3,772,920 | 439,424 | 46,189 |
| Benton..... | 332,480 | 1,711,920 | 203,580 | 15,804 |
| Bollinger..... | 62,590 | 407,715 | 3,648 | 5,335 |
| Boone..... | 432,106 | 2,435,064 | 133,237 | 22,502 |
| Buchanan..... | 613,514 | 2,270,801 | 136,832 | 17,023 |
| Butler..... | 17,904 | 254,736 | 1,965 | 3,852 |
| Caldwell..... | 98,154 | 2,519,825 | 245,304 | 17,184 |
| Callaway..... | 582,822 | 2,919,576 | 140,062 | 25,643 |
| Camden..... | 84,065 | 830,375 | 8,832 | 17,640 |
| Cape Girardeau..... | 651,910 | 782,240 | 26,978 | 1,955 |
| Carroll..... | 996,352 | 2,551,488 | 266,639 | 40,203 |
| Carter..... | 7,072 | 81,240 | 1,484 | 1,388 |
| Cass..... | 323,442 | 4,194,889 | 493,440 | 44,769 |
| Cedar..... | 277,406 | 1,317,404 | 87,384 | 7,465 |
| Chariton..... | 409,448 | 1,662,583 | 248,050 | 21,159 |
| Christian..... | 369,180 | 1,067,075 | 118,550 | 3,536 |
| Clark..... | 192,151 | 2,300,160 | 463,082 | 22,935 |
| Clay..... | 296,751 | 1,981,434 | 119,938 | 9,622 |
| Clinton..... | 133,912 | 3,013,472 | 397,656 | 18,706 |
| Cole..... | 466,740 | 610,491 | 20,955 | 5,610 |
| Cooper..... | 823,140 | 2,273,194 | 147,920 | 9,986 |
| Crawford..... | 104,640 | 231,250 | 4,160 | 8,876 |
| Dade..... | 506,289 | 1,325,345 | 182,910 | 7,201 |
| Dallas..... | 186,128 | 534,274 | 35,847 | 3,808 |
| Davies..... | 185,193 | 2,917,704 | 256,220 | 17,753 |
| DeKalb..... | 185,199 | 1,860,976 | 258,264 | 13,845 |
| Dent..... | 99,200 | 192,190 | 994 | 2,125 |
| Douglas..... | 97,174 | 417,307 | 4,208 | 4,578 |
| Dunklin..... | 35,068 | 963,552 | 10,842 | 8,655 |
| Franklin..... | 1,072,400 | 1,187,559 | 17,955 | 11,559 |
| Gasconade..... | 430,065 | 636,492 | 7,252 | 8,842 |
| Gentry..... | 86,960 | 2,583,880 | 154,790 | 29,048 |
| Greene..... | 503,262 | 1,363,174 | 252,660 | 8,832 |
| Grundy..... | 46,606 | 1,790,976 | 101,440 | 32,680 |
| Harrison..... | 108,765 | 3,099,848 | 476,190 | 58,985 |
| Henry..... | 446,166 | 2,815,296 | 761,670 | 23,793 |
| Hickory..... | 163,875 | 542,754 | 52,320 | 7,684 |
| Holt..... | 290,640 | 3,442,126 | 285,570 | 16,161 |
| Howard..... | 367,458 | 1,689,314 | 35,600 | 7,003 |
| Howell..... | 37,539 | 225,325 | 15,808 | 4,874 |
| Iron..... | 23,738 | 71,970 | 2,475 | 1,293 |
| Jackson..... | 534,597 | 2,068,416 | 262,920 | 26,045 |
| Jasper..... | 1,003,134 | 1,363,392 | 305,552 | 10,149 |
| Jefferson..... | 416,960 | 531,006 | 8,820 | 6,943 |
| Johnson..... | 777,480 | 3,522,090 | 314,328 | 38,503 |
| Knox..... | 24,336 | 1,531,020 | 232,764 | 18,037 |
| Laclede..... | 156,553 | 611,610 | 13,152 | 5,348 |
| Lafayette..... | 927,504 | 3,290,700 | 163,156 | 35,639 |
| Lawrence..... | 798,264 | 1,310,998 | 232,230 | 11,091 |
| Lewis..... | 174,790 | 1,130,775 | 143,737 | 12,023 |

CROPS OF MISSOURI BY COUNTIES IN 1914.

| COUNTY. | Wheat, Bushels. | Corn, Bushels. | Oats, Bushels. | Hay and Forage, Tons. |
|---------------------|--------------------|-------------------|-------------------|-----------------------------|
| Lincoln..... | 1,184,238 | 866,964 | 34,782 | 8,280 |
| Linn..... | 57,690 | 2,130,180 | 155,148 | 89,950 |
| Livingston..... | 267,767 | 3,272,620 | 148,580 | 44,753 |
| McDonald..... | 158,406 | 889,440 | 98,037 | 9,953 |
| Macon..... | 52,412 | 3,032,075 | 187,902 | 57,154 |
| Madison..... | 60,060 | 165,447 | 2,016 | 1,646 |
| Maries..... | 148,442 | 430,406 | 4,745 | 8,593 |
| Marion..... | 422,424 | 1,291,174 | 97,845 | 5,038 |
| Mercer..... | 64,872 | 2,582,970 | 97,300 | 56,429 |
| Miller..... | 357,119 | 554,145 | 14,295 | 18,843 |
| Mississippi..... | 352,692 | 387,145 | 3,040 | 1,832 |
| Moniteau..... | 490,680 | 1,098,237 | 100,768 | 10,432 |
| Monroe..... | 643,055 | 2,714,082 | 141,300 | 22,844 |
| Montgomery..... | 428,519 | 1,409,364 | 78,414 | 10,738 |
| Morgan..... | 368,087 | 898,766 | 46,872 | 9,342 |
| New Madrid..... | 231,952 | 579,060 | 2,037 | 5,885 |
| Newton..... | 570,078 | 1,701,702 | 188,450 | 5,765 |
| Nodaway..... | 398,896 | 4,828,600 | 681,212 | 59,334 |
| Oregon..... | 80,949 | 215,160 | 4,480 | 4,562 |
| Osage..... | 369,320 | 580,980 | 8,664 | 4,486 |
| Ozark..... | 65,880 | 127,044 | 8,576 | 4,093 |
| Pemiscot..... | 92,967 | 439,535 | 693 | 2,641 |
| Perry..... | 306,525 | 473,160 | 12,792 | 3,620 |
| Pettis..... | 741,260 | 3,056,725 | 236,486 | 13,021 |
| Phelps..... | 149,130 | 545,832 | 2,691 | 21,356 |
| Pike..... | 569,728 | 1,651,500 | 102,844 | 7,861 |
| Platte..... | 937,920 | 2,424,160 | 193,281 | 23,107 |
| Folk..... | 400,691 | 1,785,500 | 169,832 | 4,154 |
| Pulaski..... | 59,355 | 467,676 | 1,860 | 6,294 |
| Putnam..... | 38,000 | 2,324,016 | 161,420 | 59,233 |
| Rails..... | 252,624 | 1,131,740 | 89,220 | 11,603 |
| Randolph..... | 89,446 | 1,391,040 | 126,871 | 16,111 |
| Ray..... | 315,809 | 2,858,180 | 193,480 | 30,241 |
| Reynolds..... | 13,247 | 106,968 | 1,639 | 1,928 |
| Ripley..... | 29,386 | 143,241 | 3,450 | 5,659 |
| St. Charles..... | 1,276,683 | 963,908 | 30,540 | 20,161 |
| St. Clair..... | 198,854 | 1,769,544 | 139,920 | 7,846 |
| St. Francois..... | 241,598 | 193,144 | 9,855 | 1,674 |
| Ste. Genevieve..... | 120,932 | 494,808 | 2,409 | 2,471 |
| St. Louis..... | 909,882 | 938,158 | 8,250 | 12,575 |
| Saline..... | 1,438,056 | 4,110,750 | 75,004 | 21,808 |
| Schuyler..... | 76,760 | 1,316,760 | 91,800 | 17,950 |
| Scotland..... | 38,608 | 1,573,748 | 192,926 | 20,633 |
| Scott..... | 526,204 | 501,423 | 4,312 | 5,870 |
| Shannon..... | 16,980 | 173,800 | 3,124 | 3,188 |
| Shelby..... | 218,628 | 2,396,544 | 216,090 | 12,270 |
| Stoddard..... | 296,200 | 924,970 | 52,623 | 14,774 |
| Stone..... | 61,838 | 721,300 | 52,857 | 4,238 |
| Sullivan..... | 14,328 | 2,390,875 | 108,400 | 60,934 |
| Taney..... | 74,529 | 603,840 | 18,560 | 2,941 |
| Texas..... | 228,397 | 313,140 | 10,136 | 4,784 |
| Vernon..... | 249,688 | 3,919,900 | 416,416 | 48,806 |
| Warren..... | 612,493 | 695,916 | 44,865 | 2,941 |
| Washington..... | 169,365 | 249,557 | 2,440 | 2,263 |
| Wayne..... | 54,485 | 306,360 | 2,772 | 5,871 |
| Webster..... | 150,620 | 498,675 | 36,160 | 2,635 |
| Worth..... | 56,384 | 1,229,592 | 161,800 | 14,797 |
| Wright..... | 92,651 | 724,626 | 7,462 | 6,518 |
| Totals..... | 36,933,501 | 175,159,072 | 18,534,533 | 1,877,402 |

**SUMMARY OF TOTAL YIELD AND VALUE OF FARM CROPS
PRODUCED BY MISSOURI FARMERS IN THE YEAR 1914.**

| | Acreage. | Yield. | Value. |
|--|-----------|-------------|---------------|
| Corn..... | 7,421,678 | 175,159,072 | \$115,257,869 |
| Wheat..... | 2,156,637 | 36,933,501 | 36,885,481 |
| Oats..... | 893,144 | 18,534,533 | 7,948,510 |
| Tame Hay and Forage.... | 2,027,196 | 1,877,402 | 25,715,065 |
| Prairie Hay..... | 134,563 | 121,404 | 1,221,735 |
| Flax..... | 8,781 | 61,467 | 82,980 |
| Rye..... | 7,285 | 116,560 | 108,401 |
| Buckwheat..... | 1,029 | 14,406 | 13,254 |
| Barley..... | 515 | 9,270 | 7,975 |
| Broomcorn..... | 1,819 | 591,175 | 23,352 |
| Cotton..... | 74,576 | 26,847,360 | 1,610,842 |
| Potatoes..... | 50,000 | 2,500,000 | 1,850,000 |
| Tobacco..... | 4,398 | 2,726,760 | 272,676 |
| Sorghum Seed..... | 12,710 | 203,360 | 237,931 |
| Sorghum Syrup..... | 12,710 | 902,410 | 550,470 |
| Clover Seed..... | 8,838 | 14,141 | 137,168 |
| Timothy Seed..... | 4,384 | 10,522 | 31,566 |
| Forage, cowpeas, Kaffir, soy beans, miscellane- ous vegetables, etc..... | | | 9,500,000 |
| Total value of all crops..... | | | \$201,455,275 |

**FINAL REVISED ESTIMATES OF THE ACREAGE, PRODUCTION
AND VALUE OF THE CROPS FOR 1912, 1913 AND 1914 BY
DEPARTMENT OF AGRICULTURE, WASHINGTON.**

| Crop and Year. | Acreage. | Production. ¹ | | Farm value, Dec. 1. | |
|---------------------------|---------------|--------------------------|------------------------|---------------------|------------------------|
| | | Per acre. | Total (000 omitted) | Per bushel. | Total (000 omitted) |
| Corn: | <i>Acres.</i> | <i>Bushels.</i> | <i>Bushels.</i> | <i>Cents.</i> | <i>Dollars.</i> |
| 1914..... | 103,435,000 | 25.8 | 2,672,804 | 63.7 | 1,702,599 |
| 1913..... | 105,820,000 | 23.1 | 2,446,988 | 59.1 | 1,692,092 |
| 1912..... | 107,083,000 | 29.2 | 3,124,746 | 48.7 | 1,520,454 |
| Winter Wheat: | | | | | |
| 1914..... | 36,008,000 | 19.0 | 684,990 | 98.6 | 675,623 |
| 1913..... | 31,699,000 | 16.5 | 523,561 | 82.9 | 433,995 |
| 1912..... | 26,571,000 | 15.1 | 399,919 | 80.9 | 323,572 |
| Spring Wheat: | | | | | |
| 1914..... | 17,533,000 | 11.8 | 206,027 | 98.6 | 203,057 |
| 1913..... | 18,485,000 | 13.0 | 239,819 | 73.4 | 176,127 |
| 1912..... | 19,243,000 | 17.2 | 330,348 | 70.1 | 231,708 |
| All Wheat: | | | | | |
| 1914..... | 53,541,000 | 16.6 | 891,017 | 98.6 | 878,680 |
| 1913..... | 50,184,000 | 15.2 | 763,880 | 79.9 | 610,122 |
| 1912..... | 45,814,000 | 15.9 | 730,267 | 76.0 | 555,280 |
| Oats: | | | | | |
| 1914..... | 38,442,000 | 29.7 | 1,141,060 | 43.8 | 499,431 |
| 1913..... | 38,399,000 | 29.2 | 1,121,768 | 39.2 | 439,696 |
| 1912..... | 37,917,000 | 37.4 | 1,418,337 | 31.9 | 452,469 |
| Barley: | | | | | |
| 1914..... | 7,565,000 | 25.8 | 194,953 | 54.3 | 105,903 |
| 1913..... | 7,499,000 | 23.8 | 178,189 | 53.7 | 95,731 |
| 1912..... | 7,530,000 | 29.7 | 223,824 | 50.5 | 112,957 |
| Rye: | | | | | |
| 1914..... | 2,541,000 | 16.8 | 42,779 | 86.5 | 37,018 |
| 1913..... | 2,557,000 | 16.2 | 41,881 | 63.4 | 26,220 |
| 1912..... | 2,117,000 | 16.8 | 35,664 | 66.3 | 23,636 |
| Buckwheat: | | | | | |
| 1914..... | 792,000 | 21.3 | 16,881 | 76.4 | 12,892 |
| 1913..... | 805,000 | 17.2 | 13,833 | 75.5 | 10,445 |
| 1912..... | 841,000 | 22.9 | 19,249 | 66.1 | 12,720 |
| Flaxseed: | | | | | |
| 1914..... | 1,885,000 | 8.3 | 15,559 | \$1.26 | 19,540 |
| 1913..... | 2,291,000 | 7.8 | 17,853 | \$1.20 | 21,899 |
| 1912..... | 2,851,000 | 9.8 | 28,073 | \$1.15 | 32,202 |
| Rice: | | | | | |
| 1914..... | 693,530 | 34.1 | 23,649 | 92.4 | 21,849 |
| 1913..... | 827,100 | 31.1 | 25,744 | 85.8 | 22,090 |
| 1912..... | 722,800 | 34.7 | 25,054 | 93.5 | 23,423 |
| Potatoes: | | | | | |
| 1914..... | 3,708,000 | 109.5 | 405,921 | 48.9 | 198,609 |
| 1913..... | 3,668,000 | 90.4 | 331,525 | 68.7 | 227,903 |
| 1912..... | 3,711,000 | 113.4 | 420,647 | 50.5 | 212,550 |
| Sweet Potatoes: | | | | | |
| 1914..... | 603,000 | 93.8 | 56,574 | 73.0 | 41,294 |
| 1913..... | 625,000 | 94.5 | 59,057 | 72.6 | 42,884 |
| 1912..... | 583,000 | 95.2 | 55,479 | 72.6 | 40,264 |
| Hay: | | | | | |
| 1914..... | 49,145,000 | 1.43 | 70,071 | \$11.12 | 779,068 |
| 1913..... | 48,954,000 | 1.31 | 64,116 | \$12.43 | 797,077 |
| 1912..... | 49,530,000 | 1.47 | 72,691 | \$11.79 | 856,695 |
| Tobacco: | | | | | |
| 1914..... | 1,223,500 | 845.7 | 1,034,679 | 9.8 | 101,411 |
| 1913..... | 1,216,100 | 784.3 | 953,734 | 12.8 | 122,481 |
| 1912..... | 1,225,800 | 785.5 | 962,855 | 10.8 | 104,063 |
| Cotton: | | | | | |
| 1914..... | 36,722,000 | 207.9 | 15,966 | 6.8 | 519,616 |
| 1913..... | 37,089,000 | 182.0 | 14,156 | 12.2 | 835,395 |
| 1912..... | 34,288,000 | 190.9 | 13,703 | 11.9 | 781,829 |
| Sugar Beets: | | | | | |
| 1914..... | 486,000 | 10.6 | 5,147 | \$5.43 | 27,950 |
| 1913..... | 580,000 | 9.76 | 5,659 | \$5.69 | 32,330 |
| 1912..... | 555,000 | 9.41 | 5,224 | \$5.84 | 30,531 |
| Total above crops: | | | | | |
| 1914..... | 300,782,000 | | | | 4,945,856 |
| 1913..... | 300,514,000 | | | | 4,965,665 |
| 1912..... | 294,764,000 | | | | 4,759,063 |

¹Bushels of weight.
²Tons (2,000 lbs.).

³Per ton.
⁴Pounds.

⁵Per pound.
⁶Bales of 500 lbs., gross wt., excluding linters.

**ACREAGE, PRODUCTION AND VALUE OF THE WINTER
WHEAT CROP OF THE UNITED STATES IN 1913 AND
1914, AS REPORTED BY THE DEPARTMENT OF
AGRICULTURE, WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| New York..... | 360 | 340 | 22.5 | 20.0 | 8,100 | 6,800 | 106 | 93 | 8,748 | 6,334 |
| New Jersey..... | 79 | 80 | 18.0 | 17.6 | 1,422 | 1,408 | 109 | 96 | 1,560 | 1,353 |
| Pennsylvania..... | 1,312 | 1,286 | 18.1 | 17.0 | 23,747 | 21,862 | 104 | 91 | 24,697 | 19,894 |
| Delaware..... | 114 | 113 | 20.5 | 14.5 | 2,337 | 1,638 | 109 | 88 | 2,547 | 1,441 |
| Maryland..... | 612 | 610 | 21.5 | 13.3 | 13,158 | 8,113 | 106 | 89 | 13,947 | 7,221 |
| Virginia..... | 779 | 780 | 14.5 | 13.6 | 11,296 | 10,808 | 106 | 96 | 12,200 | 10,184 |
| West Virginia..... | 236 | 235 | 15.0 | 13.0 | 3,540 | 3,055 | 108 | 100 | 3,823 | 3,055 |
| North Carolina..... | 611 | 605 | 12.0 | 11.7 | 7,332 | 7,078 | 117 | 106 | 8,578 | 7,503 |
| South Carolina..... | 80 | 79 | 11.5 | 12.3 | 920 | 972 | 145 | 130 | 1,334 | 1,264 |
| Georgia..... | 140 | 140 | 12.1 | 12.2 | 1,694 | 1,708 | 134 | 120 | 2,270 | 2,060 |
| Ohio..... | 1,975 | 1,960 | 18.5 | 18.0 | 36,538 | 35,100 | 105 | 90 | 38,365 | 31,590 |
| Indiana..... | 2,485 | 2,160 | 17.4 | 18.5 | 43,239 | 39,775 | 103 | 88 | 44,536 | 35,002 |
| Illinois..... | 2,500 | 2,240 | 18.5 | 18.7 | 46,250 | 41,888 | 101 | 86 | 46,712 | 36,024 |
| Michigan..... | 879 | 835 | 19.7 | 15.3 | 17,316 | 12,776 | 103 | 89 | 17,835 | 11,871 |
| Wisconsin..... | 85 | 87 | 21.5 | 20.1 | 1,823 | 1,749 | 100 | 82 | 1,823 | 1,434 |
| Minnesota..... | 50 | 50 | 19.5 | 16.2 | 975 | 810 | 102 | 76 | 994 | 616 |
| Iowa..... | 510 | 450 | 21.6 | 23.4 | 11,016 | 10,530 | 96 | 76 | 10,575 | 8,038 |
| Missouri..... | 2,549 | 2,315 | 17.0 | 17.1 | 43,333 | 39,586 | 98 | 84 | 42,466 | 33,252 |
| South Dakota..... | 69 | 100 | 14.0 | 9.0 | 966 | 900 | 94 | 71 | 908 | 639 |
| Nebraska..... | 3,325 | 3,125 | 19.3 | 18.6 | 64,172 | 58,125 | 95 | 71 | 60,963 | 41,269 |
| Kansas..... | 8,600 | 6,655 | 20.5 | 13.0 | 176,300 | 86,515 | 95 | 79 | 167,485 | 68,847 |
| Kentucky..... | 760 | 725 | 16.5 | 13.6 | 12,640 | 9,860 | 103 | 96 | 13,916 | 9,466 |
| Tennessee..... | 720 | 700 | 15.5 | 12.0 | 11,160 | 8,400 | 105 | 96 | 11,718 | 8,232 |
| Alabama..... | 81 | 82 | 13.0 | 11.7 | 408 | 374 | 126 | 115 | 506 | 430 |
| Mississippi..... | 1 | 1 | 13.0 | 14.0 | 13 | 14 | 125 | 96 | 16 | 13 |
| Texas..... | 1,062 | 780 | 13.0 | 17.5 | 14,066 | 13,650 | 99 | 94 | 13,925 | 12,331 |
| Oklahoma..... | 2,525 | 1,750 | 19.0 | 10.0 | 47,975 | 17,500 | 82 | 32 | 44,137 | 14,350 |
| Arkansas..... | 125 | 101 | 13.0 | 13.0 | 1,625 | 1,313 | 99 | 90 | 1,609 | 1,182 |
| Montana..... | 481 | 490 | 23.0 | 25.6 | 11,063 | 12,388 | 91 | 66 | 10,067 | 8,110 |
| Wyoming..... | 45 | 40 | 24.0 | 25.0 | 1,080 | 1,000 | 89 | 72 | 961 | 720 |
| Colorado..... | 250 | 200 | 25.0 | 21.1 | 6,250 | 4,220 | 87 | 78 | 5,438 | 3,292 |
| New Mexico..... | 45 | 35 | 25.0 | 18.6 | 1,125 | 651 | 90 | 97 | 1,012 | 631 |
| Arizona..... | 31 | 29 | 28.0 | 32.0 | 868 | 923 | 125 | 110 | 1,085 | 1,021 |
| Utah..... | 223 | 200 | 25.0 | 23.0 | 5,575 | 4,600 | 86 | 73 | 4,794 | 3,358 |
| Nevada..... | 18 | 16 | 29.0 | 23.0 | 522 | 368 | 95 | 82 | 496 | 302 |
| Idaho..... | 239 | 310 | 27.5 | 27.4 | 6,573 | 8,494 | 87 | 63 | 5,710 | 5,351 |
| Washington..... | 960 | 1,200 | 26.5 | 27.0 | 25,440 | 32,400 | 100 | 73 | 25,640 | 23,652 |
| Oregon..... | 623 | 575 | 22.0 | 21.4 | 13,684 | 12,305 | 102 | 75 | 13,958 | 9,239 |
| California..... | 400 | 300 | 17.0 | 14.0 | 6,800 | 4,200 | 104 | 95 | 7,072 | 3,900 |
| United States..... | 36,006 | 31,699 | 19.0 | 16.5 | 684,900 | 523,561 | 96.6 | 82.9 | 675,623 | 433,995 |

**ACREAGE, PRODUCTION AND VALUE OF THE SPRING WHEAT
CROP OF THE UNITED STATES IN 1913 AND 1914, AS
REPORTED BY THE DEPARTMENT OF
AGRICULTURE, WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|-------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Maine..... | 3 | 3 | 27.0 | 25.5 | 81 | 76 | 109 | 101 | 88 | 77 |
| Vermont..... | 1 | 1 | 29.0 | 24.5 | 29 | 24 | 100 | 100 | 29 | 24 |
| Wisconsin..... | 99 | 103 | 17.0 | 18.6 | 1,683 | 1,916 | 100 | 82 | 1,683 | 1,571 |
| Minnesota..... | 4,000 | 4,150 | 10.5 | 16.2 | 42,000 | 67,230 | 102 | 76 | 42,840 | 51,095 |
| Iowa..... | 300 | 345 | 13.5 | 17.0 | 4,050 | 5,865 | 96 | 76 | 3,888 | 4,457 |
| North Dakota..... | 7,285 | 7,510 | 11.2 | 10.5 | 81,592 | 78,855 | 101 | 73 | 82,408 | 57,564 |
| South Dakota..... | 3,400 | 3,675 | 9.0 | 9.0 | 30,600 | 33,075 | 94 | 71 | 28,764 | 23,483 |
| Nebraska..... | 343 | 350 | 11.5 | 12.0 | 3,944 | 4,200 | 95 | 71 | 3,747 | 2,982 |
| Kansas..... | 60 | 55 | 15.0 | 8.5 | 900 | 468 | 95 | 79 | 855 | 370 |
| Montana..... | 429 | 390 | 17.0 | 21.5 | 7,293 | 8,385 | 91 | 66 | 6,637 | 5,534 |
| Wyoming..... | 55 | 50 | 22.0 | 25.0 | 1,210 | 1,250 | 89 | 72 | 1,077 | 900 |
| Colorado..... | 225 | 260 | 22.5 | 21.0 | 5,062 | 5,460 | 87 | 78 | 4,404 | 4,259 |
| New Mexico..... | 31 | 30 | 23.0 | 19.0 | 713 | 570 | 90 | 97 | 642 | 553 |
| Utah..... | 68 | 65 | 25.0 | 28.0 | 1,700 | 1,820 | 86 | 73 | 1,462 | 1,339 |
| Nevada..... | 27 | 23 | 30.0 | 31.0 | 810 | 713 | 95 | 82 | 770 | 585 |
| Idaho..... | 210 | 200 | 24.0 | 28.0 | 5,040 | 5,600 | 87 | 63 | 4,385 | 3,538 |
| Washington..... | 820 | 1,100 | 20.0 | 19.0 | 16,400 | 20,900 | 100 | 73 | 16,400 | 15,257 |
| Oregon..... | 177 | 175 | 16.5 | 19.5 | 2,920 | 3,412 | 102 | 75 | 2,978 | 2,559 |
| United States.... | 17,533 | 18,485 | 11.8 | 13.0 | 206,027 | 239,819 | 98.6 | 73.4 | 203,057 | 176,127 |

**AVERAGE PRODUCTION AND VALUE OF THE COTTON CROP IN
THE UNITED STATES IN 1913 AND 1914, AS REPORTED BY
THE DEPARTMENT OF AGRICULTURE, WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per pound, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|-------------|------------------------------------|--------------|---|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Bales</i> | <i>Bales</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Virginia..... | 45 | 47 | 254 | 240 | 24 | 23 | 7.3 | 13.1 | 835 | 1,467 |
| North Carolina..... | 1,600 | 1,576 | 283 | 239 | 960 | 793 | 6.9 | 12.6 | 31,248 | 47,606 |
| South Carolina..... | 2,800 | 2,790 | 256 | 235 | 1,500 | 1,378 | 6.9 | 12.7 | 49,411 | 83,541 |
| Georgia..... | 5,375 | 5,318 | 238 | 208 | 2,650 | 2,317 | 6.9 | 12.8 | 87,384 | 141,722 |
| Florida..... | 195 | 188 | 185 | 150 | 75 | 59 | 12.2 | 17.0 | 4,401 | 4,792 |
| Missouri..... | 122 | 112 | 295 | 286 | 75 | 67 | 6.5 | 11.5 | 2,336 | 3,697 |
| Tennessee..... | 890 | 865 | 196 | 210 | 365 | 379 | 6.4 | 12.7 | 11,182 | 23,072 |
| Alabama..... | 3,875 | 3,780 | 209 | 190 | 1,690 | 1,495 | 6.7 | 12.7 | 54,147 | 90,829 |
| Mississippi..... | 3,120 | 3,067 | 196 | 204 | 1,275 | 1,311 | 6.8 | 12.6 | 41,512 | 79,107 |
| Louisiana..... | 1,360 | 1,244 | 162 | 170 | 400 | 444 | 6.9 | 11.7 | 15,184 | 24,840 |
| Texas..... | 11,930 | 12,597 | 183 | 150 | 4,560 | 3,945 | 6.8 | 11.5 | 148,828 | 217,327 |
| Oklahoma..... | 2,825 | 3,009 | 212 | 182 | 1,250 | 840 | 6.5 | 11.4 | 38,802 | 45,527 |
| Arkansas..... | 2,525 | 2,502 | 197 | 205 | 1,040 | 1,073 | 6.6 | 11.6 | 32,858 | 59,650 |
| California..... | 35 | 14 | 506 | 500 | 37 | 23 | 7.0 | 13.0 | 1,240 | 1,429 |
| All other..... | 25 | | 285 | | 15 | | 6.8 | | 495 | |
| United States.... | 36,722 | 37,089 | 207.9 | 182.0 | 15,966 | 14,156 | 6.8 | 12.2 | 519,616 | 625,395 |

*Bales of 500 pounds, gross weight.

*Includes "All other."

**ACREAGE PRODUCTION AND VALUE OF THE WINTER AND
SPRING WHEAT CROP OF THE UNITED STATES IN 1913
AND 1914, AS REPORTED BY THE DEPARTMENT
OF AGRICULTURE, WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------|--------------------|------|------------------------------------|---------|--|------|---|---------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | Acres | Acres | Bu. | Bu. | Bushels | Bushels | Cts. | Cts. | Dollars | Dollars |
| Maine..... | 3 | 3 | 27.0 | 25.5 | 81 | 76 | 109 | 101 | 88 | 77 |
| Vermont..... | 1 | 1 | 29.0 | 24.5 | 29 | 24 | 100 | 100 | 29 | 24 |
| New York..... | 380 | 340 | 22.5 | 20.0 | 8,100 | 6,800 | 108 | 93 | 8,748 | 6,324 |
| New Jersey..... | 79 | 80 | 18.0 | 17.6 | 1,422 | 1,408 | 109 | 96 | 1,550 | 1,352 |
| Pennsylvania..... | 1,312 | 1,286 | 18.1 | 17.0 | 23,747 | 21,862 | 104 | 91 | 24,697 | 19,894 |
| Delaware..... | 114 | 113 | 20.5 | 14.5 | 2,337 | 1,638 | 109 | 88 | 2,547 | 1,441 |
| Maryland..... | 612 | 610 | 21.5 | 13.3 | 13,158 | 8,113 | 106 | 89 | 13,947 | 7,221 |
| Virginia..... | 779 | 780 | 14.5 | 13.6 | 11,296 | 10,608 | 108 | 96 | 12,200 | 10,184 |
| West Virginia..... | 286 | 235 | 15.0 | 13.0 | 3,540 | 3,055 | 108 | 100 | 3,823 | 3,055 |
| North Carolina..... | 611 | 605 | 12.0 | 11.7 | 7,332 | 7,078 | 117 | 106 | 8,578 | 7,503 |
| South Carolina..... | 80 | 79 | 11.5 | 12.3 | 920 | 972 | 145 | 130 | 1,334 | 1,264 |
| Georgia..... | 140 | 140 | 12.1 | 12.2 | 1,694 | 1,708 | 134 | 120 | 2,270 | 2,050 |
| Ohio..... | 1,975 | 1,950 | 18.5 | 18.0 | 36,538 | 35,100 | 105 | 90 | 38,365 | 31,590 |
| Indiana..... | 2,485 | 2,150 | 17.4 | 18.5 | 43,239 | 39,775 | 103 | 88 | 44,536 | 35,002 |
| Illinois..... | 2,500 | 2,240 | 18.5 | 18.7 | 46,250 | 41,888 | 101 | 86 | 46,712 | 36,024 |
| Michigan..... | 879 | 835 | 19.7 | 15.3 | 17,316 | 12,776 | 103 | 89 | 17,835 | 11,871 |
| Wisconsin..... | 184 | 190 | 19.1 | 19.3 | 3,511 | 3,665 | 100 | 82 | 3,511 | 3,005 |
| Minnesota..... | 4,050 | 4,200 | 10.6 | 16.2 | 42,975 | 68,040 | 102 | 76 | 43,834 | 51,711 |
| Iowa..... | 810 | 795 | 18.6 | 20.6 | 15,066 | 16,395 | 96 | 76 | 14,468 | 12,460 |
| Missouri..... | 2,549 | 2,315 | 17.0 | 17.1 | 43,333 | 39,586 | 98 | 84 | 42,466 | 33,252 |
| North Dakota..... | 7,285 | 7,510 | 11.2 | 10.5 | 81,592 | 78,855 | 101 | 73 | 82,408 | 57,564 |
| South Dakota..... | 3,469 | 3,775 | 9.1 | 9.0 | 31,566 | 33,975 | 94 | 71 | 29,672 | 24,122 |
| Nebraska..... | 3,668 | 3,475 | 18.6 | 17.9 | 68,116 | 62,325 | 95 | 71 | 64,710 | 44,251 |
| Kansas..... | 8,680 | 6,710 | 20.5 | 13.0 | 177,200 | 86,983 | 95 | 79 | 168,840 | 68,717 |
| Kentucky..... | 780 | 725 | 16.5 | 13.6 | 12,840 | 9,880 | 103 | 96 | 12,916 | 9,466 |
| Tennessee..... | 720 | 700 | 15.5 | 12.0 | 11,160 | 8,400 | 105 | 98 | 11,718 | 8,232 |
| Alabama..... | 31 | 32 | 13.0 | 11.7 | 403 | 374 | 126 | 115 | 508 | 430 |
| Mississippi..... | 1 | 1 | 13.0 | 14.0 | 13 | 14 | 125 | 95 | 16 | 13 |
| Texas..... | 1,082 | 780 | 13.0 | 17.5 | 14,066 | 13,650 | 99 | 94 | 13,925 | 12,831 |
| Oklahoma..... | 2,526 | 1,760 | 19.0 | 10.0 | 47,976 | 17,500 | 92 | 82 | 44,137 | 14,350 |
| Arkansas..... | 125 | 101 | 13.0 | 13.0 | 1,625 | 1,313 | 99 | 90 | 1,609 | 1,182 |
| Montana..... | 910 | 870 | 20.2 | 23.8 | 18,356 | 20,673 | 91 | 66 | 16,704 | 13,644 |
| Wyoming..... | 100 | 90 | 22.9 | 25.0 | 2,290 | 2,250 | 89 | 72 | 2,038 | 1,620 |
| Colorado..... | 475 | 460 | 23.8 | 21.0 | 11,312 | 9,680 | 87 | 78 | 9,842 | 7,551 |
| New Mexico..... | 76 | 65 | 24.2 | 18.8 | 1,838 | 1,221 | 90 | 97 | 1,654 | 1,184 |
| Arizona..... | 31 | 29 | 28.0 | 32.0 | 868 | 928 | 125 | 110 | 1,085 | 1,021 |
| Utah..... | 291 | 265 | 25.0 | 24.2 | 7,275 | 6,420 | 86 | 73 | 6,256 | 4,687 |
| Nevada..... | 45 | 39 | 26.6 | 27.7 | 1,332 | 1,081 | 95 | 82 | 1,266 | 887 |
| Idaho..... | 549 | 510 | 26.2 | 27.6 | 14,362 | 14,094 | 87 | 83 | 12,495 | 8,879 |
| Washington..... | 1,780 | 2,300 | 23.5 | 23.2 | 41,840 | 53,300 | 100 | 73 | 41,840 | 38,909 |
| Oregon..... | 799 | 750 | 20.8 | 21.0 | 16,604 | 15,717 | 102 | 75 | 16,936 | 11,788 |
| California..... | 400 | 300 | 17.0 | 14.0 | 6,800 | 4,200 | 104 | 95 | 7,072 | 3,960 |
| United States..... | 53,541 | 50,184 | 16.6 | 15.2 | 891,017 | 763,380 | 98.6 | 79.9 | 878,680 | 610,122 |

**ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF
THE UNITED STATES IN 1913 AND 1914, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Maine..... | 16 | 16 | 46.0 | 38.0 | 738 | 608 | 88 | 87 | 645 | 539 |
| New Hampshire..... | 21 | 22 | 46.0 | 37.0 | 966 | 814 | 82 | 81 | 792 | 669 |
| Vermont..... | 45 | 45 | 47.0 | 37.0 | 2,115 | 1,665 | 81 | 81 | 1,713 | 1,349 |
| Massachusetts..... | 48 | 48 | 47.0 | 40.5 | 2,255 | 1,944 | 85 | 85 | 1,918 | 1,682 |
| Rhode Island..... | 11 | 11 | 42.0 | 36.5 | 462 | 402 | 96 | 99 | 453 | 398 |
| Connecticut..... | 61 | 61 | 46.0 | 38.5 | 2,806 | 2,348 | 89 | 85 | 2,497 | 1,996 |
| New York..... | 550 | 537 | 41.0 | 28.5 | 22,550 | 15,030 | 83 | 81 | 18,716 | 12,166 |
| New Jersey..... | 272 | 275 | 38.5 | 39.5 | 10,473 | 10,832 | 76 | 75 | 7,959 | 8,148 |
| Pennsylvania..... | 1,463 | 1,463 | 42.5 | 39.0 | 62,178 | 57,057 | 73 | 72 | 45,330 | 41,081 |
| Delaware..... | 197 | 197 | 36.0 | 31.5 | 7,092 | 6,206 | 62 | 59 | 4,397 | 3,692 |
| Maryland..... | 663 | 670 | 37.0 | 33.0 | 24,531 | 22,110 | 68 | 65 | 16,681 | 14,372 |
| Virginia..... | 1,921 | 1,980 | 20.5 | 26.0 | 39,380 | 51,430 | 81 | 76 | 31,896 | 39,125 |
| West Virginia..... | 732 | 732 | 31.0 | 31.0 | 22,692 | 22,692 | 83 | 80 | 18,834 | 18,154 |
| North Carolina..... | 2,835 | 2,835 | 32.0 | 19.5 | 57,550 | 55,282 | 86 | 88 | 49,498 | 48,645 |
| South Carolina..... | 1,975 | 1,975 | 18.5 | 19.5 | 36,538 | 38,512 | 92 | 97 | 33,615 | 37,357 |
| Georgia..... | 4,000 | 4,066 | 14.0 | 15.5 | 56,000 | 63,023 | 85 | 91 | 47,600 | 57,351 |
| Florida..... | 700 | 675 | 16.0 | 15.0 | 11,200 | 10,125 | 80 | 82 | 8,960 | 8,302 |
| Ohio..... | 3,650 | 3,900 | 39.1 | 37.5 | 142,715 | 146,250 | 61 | 63 | 87,056 | 92,182 |
| Indiana..... | 4,949 | 4,900 | 33.0 | 36.0 | 163,317 | 176,400 | 58 | 60 | 94,724 | 106,840 |
| Illinois..... | 10,346 | 10,450 | 29.0 | 27.0 | 300,034 | 282,150 | 61 | 63 | 183,031 | 177,754 |
| Michigan..... | 1,750 | 1,675 | 36.0 | 33.5 | 63,000 | 56,112 | 67 | 67 | 42,210 | 37,595 |
| Wisconsin..... | 1,725 | 1,680 | 40.5 | 40.5 | 69,862 | 68,825 | 65 | 66 | 45,410 | 40,085 |
| Minnesota..... | 2,600 | 2,400 | 35.0 | 40.0 | 91,000 | 96,000 | 62 | 53 | 47,320 | 50,680 |
| Iowa..... | 10,248 | 9,950 | 28.0 | 34.0 | 289,424 | 338,300 | 50 | 60 | 194,712 | 202,980 |
| Missouri..... | 7,200 | 7,375 | 22.0 | 17.5 | 158,400 | 129,062 | 68 | 74 | 107,712 | 95,506 |
| North Dakota..... | 500 | 375 | 28.0 | 28.8 | 14,000 | 10,800 | 58 | 52 | 8,120 | 5,616 |
| South Dakota..... | 3,000 | 2,640 | 26.0 | 25.6 | 78,000 | 67,320 | 50 | 56 | 39,000 | 37,668 |
| Nebraska..... | 7,100 | 7,610 | 24.5 | 18.0 | 173,950 | 114,180 | 53 | 65 | 92,194 | 74,196 |
| Kansas..... | 5,890 | 7,320 | 18.5 | 8.2 | 108,225 | 23,424 | 63 | 78 | 68,182 | 18,271 |
| Kentucky..... | 3,650 | 3,650 | 26.0 | 20.5 | 91,250 | 74,825 | 64 | 76 | 58,400 | 56,867 |
| Tennessee..... | 3,350 | 3,350 | 24.0 | 20.5 | 80,400 | 68,675 | 68 | 77 | 54,672 | 52,880 |
| Alabama..... | 3,264 | 3,200 | 17.0 | 17.3 | 55,488 | 55,360 | 80 | 89 | 44,360 | 49,370 |
| Mississippi..... | 3,150 | 3,150 | 18.5 | 20.0 | 58,275 | 63,000 | 73 | 77 | 42,541 | 48,510 |
| Louisiana..... | 2,000 | 1,900 | 19.3 | 22.0 | 38,600 | 41,800 | 75 | 77 | 28,950 | 32,186 |
| Texas..... | 6,400 | 6,800 | 19.5 | 24.0 | 124,800 | 163,200 | 74 | 82 | 92,352 | 133,824 |
| Oklahoma..... | 4,000 | 4,750 | 12.5 | 11.0 | 50,000 | 52,250 | 64 | 72 | 32,000 | 37,620 |
| Arkansas..... | 2,400 | 2,475 | 17.5 | 19.0 | 42,000 | 47,025 | 80 | 78 | 33,600 | 36,680 |
| Montana..... | 50 | 28 | 28.0 | 31.5 | 1,400 | 882 | 76 | 77 | 1,064 | 679 |
| Wyoming..... | 21 | 17 | 25.0 | 29.0 | 525 | 493 | 70 | 80 | 368 | 394 |
| Colorado..... | 462 | 420 | 23.0 | 15.0 | 10,300 | 6,300 | 60 | 73 | 6,376 | 4,599 |
| New Mexico..... | 92 | 85 | 28.0 | 18.5 | 2,576 | 1,572 | 80 | 75 | 2,061 | 1,179 |
| Arizona..... | 18 | 17 | 32.0 | 28.0 | 576 | 476 | 120 | 110 | 691 | 524 |
| Utah..... | 12 | 10 | 35.0 | 34.0 | 420 | 340 | 75 | 70 | 315 | 238 |
| Nevada..... | 1 | 1 | 26.0 | 34.0 | 26 | 34 | 110 | 118 | 40 | 40 |
| Idaho..... | 19 | 14 | 31.0 | 32.0 | 589 | 448 | 72 | 68 | 424 | 305 |
| Washington..... | 36 | 34 | 27.0 | 28.0 | 972 | 952 | 73 | 80 | 710 | 762 |
| Oregon..... | 22 | 21 | 30.0 | 28.5 | 660 | 598 | 82 | 78 | 541 | 419 |
| California..... | 60 | 55 | 36.0 | 33.0 | 2,160 | 1,815 | 87 | 88 | 1,879 | 1,597 |
| United States..... | 103,435 | 105,820 | 25.8 | 23.1 | 2,672,804 | 2,446,988 | 63.7 | 69.1 | 1,702,599 | 1,602,002 |

**ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF
THE UNITED STATES IN 1913 AND 1914, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Maine..... | 141 | 140 | 41.0 | 40.0 | 5,781 | 5,600 | 57 | 55 | 3,395 | 3,080 |
| New Hampshire..... | 12 | 12 | 38.0 | 35.0 | 456 | 430 | 58 | 56 | 264 | 235 |
| Vermont..... | 79 | 79 | 42.5 | 39.0 | 3,358 | 3,081 | 55 | 52 | 1,847 | 1,602 |
| Massachusetts..... | 9 | 9 | 37.0 | 35.0 | 333 | 315 | 56 | 54 | 186 | 170 |
| Rhode Island..... | 2 | 2 | 27.5 | 26.0 | 55 | 52 | 58 | 50 | 32 | 26 |
| Connecticut..... | 11 | 11 | 29.0 | 28.0 | 319 | 308 | 55 | 55 | 175 | 169 |
| New York..... | 1,275 | 1,275 | 31.5 | 33.5 | 40,162 | 42,712 | 51 | 47 | 20,483 | 20,075 |
| New Jersey..... | 67 | 70 | 29.0 | 29.0 | 1,943 | 2,080 | 54 | 47 | 1,049 | 964 |
| Pennsylvania..... | 1,073 | 1,164 | 30.0 | 31.0 | 32,190 | 35,774 | 51 | 46 | 16,417 | 16,456 |
| Delaware..... | 4 | 4 | 27.0 | 30.5 | 108 | 122 | 50 | 51 | 54 | 62 |
| Maryland..... | 43 | 45 | 27.0 | 28.0 | 1,161 | 1,260 | 52 | 48 | 604 | 605 |
| Virginia..... | 191 | 195 | 15.5 | 21.5 | 2,960 | 4,192 | 58 | 52 | 1,717 | 2,180 |
| West Virginia..... | 105 | 115 | 20.0 | 24.0 | 2,100 | 2,760 | 55 | 51 | 1,155 | 1,408 |
| North Carolina..... | 250 | 230 | 17.5 | 19.5 | 4,375 | 4,485 | 65 | 61 | 2,844 | 2,736 |
| South Carolina..... | 375 | 360 | 20.0 | 23.5 | 7,500 | 8,460 | 71 | 71 | 5,325 | 6,007 |
| Georgia..... | 450 | 420 | 20.0 | 22.0 | 9,000 | 9,240 | 70 | 68 | 6,300 | 6,283 |
| Florida..... | 50 | 50 | 18.0 | 18.0 | 900 | 900 | 70 | 70 | 630 | 630 |
| Ohio..... | 1,660 | 1,800 | 30.5 | 30.2 | 50,325 | 54,360 | 45 | 40 | 22,646 | 21,744 |
| Indiana..... | 1,575 | 1,700 | 28.5 | 21.4 | 44,888 | 36,380 | 43 | 38 | 19,302 | 13,824 |
| Illinois..... | 4,300 | 4,375 | 29.3 | 28.8 | 125,960 | 104,125 | 44 | 38 | 55,436 | 39,568 |
| Michigan..... | 1,515 | 1,500 | 33.5 | 30.0 | 50,752 | 45,000 | 45 | 39 | 22,838 | 17,550 |
| Wisconsin..... | 2,300 | 2,275 | 27.0 | 26.5 | 62,100 | 58,038 | 43 | 37 | 26,703 | 20,724 |
| Minnesota..... | 3,040 | 2,980 | 28.0 | 27.8 | 85,120 | 112,644 | 40 | 32 | 34,048 | 36,046 |
| Iowa..... | 5,000 | 4,880 | 33.0 | 34.5 | 165,000 | 168,360 | 41 | 34 | 67,650 | 57,342 |
| Missouri..... | 1,200 | 1,250 | 21.5 | 21.2 | 25,800 | 26,500 | 44 | 45 | 11,352 | 11,925 |
| North Dakota..... | 2,318 | 2,250 | 28.0 | 25.7 | 64,904 | 57,825 | 37 | 30 | 24,014 | 17,348 |
| South Dakota..... | 1,606 | 1,590 | 27.5 | 26.5 | 44,165 | 42,135 | 38 | 34 | 16,783 | 14,326 |
| Nebraska..... | 2,175 | 2,250 | 32.0 | 26.5 | 69,600 | 59,625 | 40 | 38 | 27,840 | 22,668 |
| Kansas..... | 1,760 | 1,780 | 33.5 | 19.5 | 58,960 | 34,330 | 42 | 45 | 24,763 | 15,444 |
| Kentucky..... | 175 | 180 | 21.0 | 19.8 | 3,675 | 3,168 | 53 | 52 | 1,948 | 1,647 |
| Tennessee..... | 350 | 300 | 23.0 | 21.0 | 8,050 | 6,300 | 58 | 53 | 4,266 | 3,339 |
| Alabama..... | 390 | 325 | 22.0 | 20.5 | 8,580 | 6,662 | 69 | 69 | 5,920 | 4,697 |
| Mississippi..... | 160 | 140 | 23.0 | 20.0 | 3,680 | 2,800 | 65 | 63 | 2,392 | 1,764 |
| Louisiana..... | 70 | 45 | 23.0 | 22.0 | 1,610 | 990 | 63 | 57 | 1,014 | 564 |
| Texas..... | 900 | 1,000 | 25.0 | 32.5 | 22,500 | 32,500 | 48 | 51 | 10,800 | 16,575 |
| Oklahoma..... | 1,100 | 1,030 | 27.5 | 18.0 | 30,250 | 18,540 | 41 | 45 | 12,402 | 8,343 |
| Arkansas..... | 260 | 240 | 24.0 | 26.5 | 6,240 | 6,360 | 52 | 53 | 3,307 | 3,371 |
| Montana..... | 30 | 50 | 35.0 | 43.5 | 1,050 | 2,175 | 39 | 32 | 7,234 | 6,960 |
| Wyoming..... | 225 | 230 | 35.0 | 38.0 | 7,875 | 8,340 | 48 | 40 | 3,780 | 3,344 |
| Colorado..... | 325 | 305 | 40.0 | 35.0 | 13,000 | 10,675 | 45 | 44 | 5,850 | 4,697 |
| New Mexico..... | 52 | 50 | 38.0 | 30.0 | 1,976 | 1,500 | 45 | 60 | 899 | 900 |
| Arizona..... | 8 | 7 | 42.0 | 43.0 | 336 | 301 | 70 | 50 | 235 | 180 |
| Utah..... | 95 | 90 | 50.0 | 46.0 | 4,750 | 4,140 | 42 | 40 | 2,042 | 1,666 |
| Nevada..... | 13 | 11 | 52.0 | 48.0 | 676 | 473 | 55 | 65 | 372 | 307 |
| Idaho..... | 332 | 325 | 44.0 | 46.5 | 14,608 | 15,112 | 38 | 32 | 5,551 | 4,826 |
| Washington..... | 297 | 300 | 47.0 | 47.5 | 13,950 | 14,250 | 42 | 40 | 5,863 | 5,700 |
| Oregon..... | 264 | 360 | 35.0 | 43.3 | 12,740 | 15,228 | 45 | 38 | 5,733 | 5,787 |
| California..... | 220 | 210 | 35.0 | 31.6 | 7,700 | 6,636 | 53 | 60 | 4,061 | 3,983 |
| United States..... | 38,442 | 38,399 | 29.7 | 29.2 | 1,141,060 | 1,121,768 | 43.8 | 39.2 | 499,431 | 439,596 |

**ACREAGE PRODUCTION AND VALUE OF THE BARLEY CROP OF
THE UNITED STATES IN 1913 AND 1914, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel. Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|-------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Maine..... | 5 | 5 | 30.0 | 28.0 | 150 | 140 | 81 | 80 | 122 | 112 |
| New Hampshire.... | 1 | 1 | 32.0 | 28.0 | 32 | 28 | 82 | 80 | 26 | 22 |
| Vermont..... | 12 | 12 | 34.5 | 32.0 | 414 | 384 | 75 | 80 | 310 | 307 |
| New York..... | 75 | 77 | 28.0 | 26.7 | 2,100 | 2,056 | 71 | 69 | 1,419 | 1,419 |
| Pennsylvania..... | 7 | 7 | 28.0 | 26.0 | 196 | 182 | 70 | 71 | 137 | 129 |
| Maryland..... | 5 | 5 | 33.0 | 29.0 | 165 | 145 | 66 | 64 | 109 | 93 |
| Virginia..... | 11 | 11 | 26.0 | 26.0 | 286 | 286 | 80 | 70 | 229 | 200 |
| Ohio..... | 35 | 40 | 25.0 | 24.0 | 875 | 960 | 59 | 58 | 516 | 557 |
| Indiana..... | 8 | 8 | 25.0 | 25.0 | 200 | 200 | 67 | 50 | 134 | 100 |
| Illinois..... | 55 | 54 | 29.5 | 26.0 | 1,622 | 1,404 | 61 | 57 | 989 | 800 |
| Michigan..... | 90 | 85 | 26.0 | 24.8 | 2,340 | 2,108 | 65 | 60 | 1,521 | 1,265 |
| Wisconsin..... | 675 | 725 | 27.3 | 25.0 | 18,428 | 18,125 | 62 | 60 | 11,425 | 10,875 |
| Minnesota..... | 1,378 | 1,450 | 23.0 | 24.0 | 31,694 | 34,800 | 53 | 48 | 16,798 | 16,704 |
| Iowa..... | 360 | 400 | 26.0 | 25.0 | 9,360 | 10,000 | 55 | 55 | 5,148 | 5,500 |
| Missouri..... | 5 | 5 | 24.0 | 22.0 | 120 | 110 | 65 | 60 | 78 | 66 |
| North Dakota..... | 1,450 | 1,275 | 19.5 | 20.0 | 28,275 | 25,500 | 45 | 40 | 12,724 | 10,200 |
| South Dakota..... | 850 | 958 | 23.0 | 17.5 | 19,550 | 16,765 | 50 | 46 | 9,775 | 7,713 |
| Nebraska..... | 113 | 110 | 23.5 | 16.0 | 2,656 | 1,760 | 47 | 49 | 1,245 | 862 |
| Kansas..... | 240 | 240 | 24.5 | 8.1 | 5,880 | 1,944 | 47 | 55 | 2,764 | 1,069 |
| Kentucky..... | 5 | 3 | 28.5 | 26.6 | 142 | 80 | 77 | 78 | 109 | 63 |
| Tennessee..... | 5 | 2 | 27.0 | 25.0 | 135 | 50 | 82 | 70 | 111 | 35 |
| Texas..... | 8 | 7 | 25.0 | 24.0 | 200 | 168 | 70 | 81 | 140 | 136 |
| Oklahoma..... | 7 | 7 | 25.0 | 9.0 | 175 | 63 | 53 | 80 | 93 | 50 |
| Montana..... | 70 | 60 | 30.5 | 31.0 | 2,135 | 1,860 | 53 | 48 | 1,132 | 893 |
| Wyoming..... | 16 | 13 | 33.0 | 30.5 | 528 | 396 | 64 | 61 | 338 | 242 |
| Colorado..... | 103 | 100 | 38.5 | 32.5 | 3,966 | 3,250 | 55 | 56 | 2,181 | 1,820 |
| New Mexico..... | 5 | 4 | 34.0 | 24.0 | 170 | 96 | 75 | 72 | 128 | 69 |
| Arizona..... | 35 | 38 | 36.0 | 39.0 | 1,260 | 1,482 | 60 | 73 | 756 | 1,082 |
| Utah..... | 32 | 30 | 45.0 | 38.5 | 1,440 | 1,155 | 50 | 55 | 720 | 635 |
| Nevada..... | 13 | 12 | 47.0 | 41.0 | 611 | 492 | 65 | 90 | 397 | 443 |
| Idaho..... | 185 | 180 | 38.0 | 42.0 | 7,030 | 7,560 | 50 | 48 | 3,515 | 3,639 |
| Washington..... | 182 | 180 | 39.0 | 40.5 | 7,098 | 7,290 | 52 | 52 | 3,691 | 3,791 |
| Oregon..... | 122 | 120 | 30.0 | 35.0 | 3,660 | 4,200 | 61 | 55 | 2,233 | 2,310 |
| California..... | 1,402 | 1,275 | 30.0 | 26.0 | 42,060 | 33,150 | 59 | 68 | 24,815 | 22,542 |
| United States.... | 7,565 | 7,499 | 25.8 | 23.8 | 194,953 | 178,189 | 54.3 | 53.7 | 105,903 | 95,731 |

**ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF
THE UNITED STATES IN 1913 AND 1914, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Vermont..... | 1 | 1 | 20.0 | 18.0 | 20 | 18 | 80 | 90 | 16 | 16 |
| Massachusetts..... | 3 | 3 | 19.0 | 18.5 | 57 | 56 | 101 | 98 | 58 | 55 |
| Connecticut..... | 7 | 7 | 19.0 | 19.3 | 133 | 135 | 98 | 82 | 130 | 124 |
| New York..... | 129 | 133 | 17.7 | 17.2 | 2,283 | 2,288 | 89 | 75 | 2,032 | 1,716 |
| New Jersey..... | 70 | 70 | 18.5 | 18.0 | 1,295 | 1,260 | 82 | 80 | 1,062 | 1,008 |
| Pennsylvania..... | 280 | 280 | 18.0 | 17.5 | 5,040 | 4,900 | 83 | 74 | 4,183 | 3,626 |
| Delaware..... | 1 | 1 | 17.5 | 14.0 | 18 | 14 | 92 | 79 | 17 | 11 |
| Maryland..... | 25 | 27 | 17.0 | 14.4 | 425 | 389 | 86 | 76 | 366 | 296 |
| Virginia..... | 58 | 58 | 13.0 | 12.3 | 754 | 713 | 90 | 81 | 679 | 578 |
| West Virginia..... | 17 | 17 | 14.5 | 13.5 | 246 | 230 | 90 | 87 | 221 | 200 |
| North Carolina..... | 46 | 46 | 10.0 | 10.3 | 460 | 474 | 105 | 98 | 483 | 465 |
| South Carolina..... | 3 | 3 | 11.5 | 10.5 | 34 | 32 | 150 | 150 | 51 | 48 |
| Georgia..... | 13 | 13 | 9.3 | 9.5 | 121 | 124 | 150 | 135 | 182 | 167 |
| Ohio..... | 95 | 97 | 17.0 | 16.5 | 1,615 | 1,600 | 81 | 69 | 1,308 | 1,104 |
| Indiana..... | 99 | 103 | 16.3 | 15.2 | 1,614 | 1,566 | 85 | 62 | 1,372 | 971 |
| Illinois..... | 49 | 49 | 16.0 | 16.5 | 784 | 808 | 85 | 85 | 66 | 525 |
| Michigan..... | 371 | 375 | 16.0 | 14.3 | 5,936 | 5,362 | 91 | 62 | 5,402 | 3,324 |
| Wisconsin..... | 412 | 425 | 16.5 | 17.5 | 6,798 | 7,438 | 91 | 57 | 6,186 | 4,240 |
| Minnesota..... | 279 | 300 | 18.8 | 19.0 | 5,245 | 5,700 | 89 | 48 | 4,668 | 2,736 |
| Iowa..... | 59 | 60 | 19.0 | 18.2 | 1,121 | 1,092 | 77 | 60 | 863 | 655 |
| Missouri..... | 17 | 16 | 14.0 | 15.0 | 238 | 240 | 87 | 75 | 207 | 180 |
| North Dakota..... | 131 | 125 | 17.1 | 14.4 | 2,240 | 1,800 | 84 | 45 | 1,882 | 810 |
| South Dakota..... | 60 | 50 | 17.0 | 13.2 | 1,020 | 660 | 78 | 50 | 796 | 330 |
| Nebraska..... | 122 | 120 | 16.0 | 14.5 | 1,952 | 1,740 | 74 | 60 | 1,444 | 1,044 |
| Kansas..... | 50 | 45 | 20.0 | 14.0 | 1,000 | 630 | 80 | 75 | 800 | 472 |
| Kentucky..... | 22 | 22 | 13.7 | 12.4 | 301 | 273 | 95 | 87 | 286 | 238 |
| Tennessee..... | 22 | 17 | 13.0 | 12.0 | 286 | 204 | 98 | 99 | 280 | 202 |
| Alabama..... | 2 | 1 | 13.0 | 11.0 | 26 | 11 | 110 | 140 | 29 | 15 |
| Texas..... | 2 | 2 | 14.8 | 15.0 | 30 | 30 | 99 | 101 | 30 | 30 |
| Oklahoma..... | 6 | 5 | 16.0 | 9.5 | 96 | 48 | 95 | 86 | 91 | 41 |
| Arkansas..... | 1 | 1 | 10.5 | 11.5 | 10 | 12 | 105 | 95 | 10 | 11 |
| Montana..... | 10 | 10 | 21.0 | 21.0 | 210 | 210 | 70 | 55 | 147 | 116 |
| Wyoming..... | 5 | 4 | 17.0 | 19.0 | 85 | 76 | 81 | 64 | 69 | 49 |
| Colorado..... | 21 | 20 | 17.5 | 17.0 | 368 | 340 | 65 | 60 | 239 | 204 |
| Utah..... | 13 | 12 | 17.5 | 17.0 | 228 | 204 | 60 | 60 | 137 | 122 |
| Idaho..... | 3 | 3 | 20.0 | 22.0 | 60 | 66 | 67 | 58 | 40 | 38 |
| Washington..... | 8 | 8 | 19.7 | 21.0 | 158 | 168 | 85 | 60 | 134 | 101 |
| Oregon..... | 21 | 20 | 16.0 | 17.5 | 336 | 350 | 100 | 75 | 336 | 262 |
| California..... | 8 | 8 | 17.0 | 15.0 | 136 | 120 | 85 | 75 | 116 | 90 |
| United States..... | 2,541 | 2,557 | 16.8 | 16.2 | 42,779 | 41,381 | 86.5 | 63.4 | 37,018 | 26,220 |

**ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP OF
THE UNITED STATES IN 1913 AND 1914, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per ton, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|-------------|------------------------------------|-------------|---|--------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Tons</i> | <i>Tons</i> | <i>Tons</i> | <i>Tons</i> | <i>Dolls</i> | <i>Dolls</i> | <i>Dollars</i> | <i>Dollars</i> |
| Maine..... | 1,230 | 1,194 | 1.15 | 1.00 | 1,414 | 1,194 | 13.10 | 13.90 | 18,523 | 16,597 |
| New Hampshire..... | 520 | 495 | 1.15 | 1.00 | 598 | 495 | 17.00 | 17.20 | 10,166 | 8,514 |
| Vermont..... | 990 | 1,009 | 1.20 | 1.23 | 1,183 | 1,280 | 14.60 | 14.50 | 17,345 | 18,560 |
| Massachusetts..... | 480 | 475 | 1.32 | 1.21 | 634 | 578 | 21.50 | 21.10 | 13,631 | 12,132 |
| Rhode Island..... | 58 | 58 | 1.17 | 1.17 | 68 | 68 | 20.20 | 21.20 | 1,374 | 1,442 |
| Connecticut..... | 375 | 379 | 1.25 | 1.14 | 469 | 432 | 19.50 | 20.10 | 9,146 | 8,683 |
| New York..... | 4,653 | 4,700 | 1.20 | 1.14 | 5,584 | 5,358 | 14.60 | 15.30 | 81,526 | 81,977 |
| New Jersey..... | 361 | 381 | 1.35 | 1.30 | 487 | 499 | 19.50 | 19.00 | 9,496 | 8,911 |
| Pennsylvania..... | 3,141 | 3,141 | 1.28 | 1.22 | 4,020 | 4,146 | 14.50 | 14.90 | 59,390 | 61,775 |
| Delaware..... | 72 | 72 | 1.10 | 1.30 | 79 | 94 | 17.00 | 15.70 | 1,343 | 1,476 |
| Maryland..... | 390 | 390 | 1.15 | 1.26 | 448 | 491 | 15.30 | 15.20 | 6,854 | 7,463 |
| Virginia..... | 650 | 750 | 1.72 | 1.27 | 468 | 952 | 17.20 | 15.50 | 8,060 | 14,756 |
| West Virginia..... | 696 | 740 | .92 | 1.25 | 640 | 925 | 17.20 | 14.90 | 11,008 | 13,782 |
| North Carolina..... | 320 | 320 | 1.15 | 1.31 | 368 | 419 | 17.10 | 16.50 | 6,293 | 6,914 |
| South Carolina..... | 210 | 210 | 1.15 | 1.16 | 242 | 244 | 17.00 | 18.70 | 4,114 | 4,563 |
| Georgia..... | 250 | 250 | 1.35 | 1.40 | 338 | 350 | 16.20 | 17.90 | 5,476 | 6,265 |
| Florida..... | 48 | 47 | 1.35 | 1.35 | 65 | 63 | 17.20 | 18.20 | 1,118 | 1,147 |
| Ohio..... | 2,812 | 2,960 | 1.13 | 1.30 | 3,178 | 3,848 | 13.40 | 12.80 | 42,585 | 49,254 |
| Indiana..... | 1,764 | 1,800 | 1.00 | 1.00 | 1,764 | 1,800 | 14.10 | 14.10 | 24,872 | 25,380 |
| Illinois..... | 2,250 | 2,500 | .85 | .98 | 1,912 | 2,450 | 14.40 | 14.10 | 27,533 | 34,545 |
| Michigan..... | 2,352 | 2,400 | 1.28 | 1.05 | 3,011 | 2,520 | 12.00 | 13.10 | 36,132 | 33,013 |
| Wisconsin..... | 2,550 | 2,375 | 1.75 | 1.62 | 4,462 | 3,848 | 9.30 | 11.10 | 41,497 | 42,713 |
| Minnesota..... | 1,743 | 1,660 | 1.89 | 1.50 | 3,294 | 2,490 | 6.10 | 6.60 | 20,093 | 16,434 |
| Iowa..... | 2,950 | 3,000 | 1.38 | 1.48 | 4,071 | 4,440 | 10.10 | 9.60 | 41,117 | 42,624 |
| Missouri..... | 2,600 | 3,000 | .70 | .60 | 1,820 | 1,800 | 13.60 | 14.50 | 24,752 | 26,100 |
| North Dakota..... | 400 | 340 | 1.45 | 1.14 | 580 | 388 | 5.30 | 5.80 | 3,016 | 2,250 |
| South Dakota..... | 500 | 460 | 1.70 | 1.20 | 850 | 552 | 5.70 | 6.50 | 4,845 | 3,588 |
| Nebraska..... | 1,500 | 1,250 | 1.69 | 1.34 | 2,535 | 1,675 | 6.90 | 8.70 | 17,492 | 14,572 |
| Kansas..... | 1,650 | 1,500 | 1.51 | .90 | 2,492 | 1,350 | 7.40 | 12.50 | 18,441 | 16,875 |
| Kentucky..... | 760 | 775 | .95 | .87 | 712 | 674 | 16.00 | 16.50 | 11,392 | 11,121 |
| Tennessee..... | 800 | 900 | 1.20 | 1.21 | 960 | 1,089 | 17.00 | 16.20 | 16,320 | 17,642 |
| Alabama..... | 220 | 210 | 1.31 | 1.36 | 288 | 286 | 13.80 | 14.20 | 3,974 | 4,061 |
| Mississippi..... | 210 | 220 | 1.45 | 1.33 | 304 | 293 | 12.00 | 13.50 | 3,648 | 3,956 |
| Louisiana..... | 200 | 160 | 1.90 | 1.50 | 380 | 240 | 12.00 | 12.50 | 4,560 | 3,000 |
| Texas..... | 450 | 400 | 1.75 | 1.16 | 788 | 464 | 9.80 | 11.80 | 7,722 | 5,475 |
| Oklahoma..... | 450 | 450 | 1.13 | .85 | 508 | 382 | 7.90 | 10.40 | 4,013 | 3,973 |
| Arkansas..... | 320 | 320 | 1.05 | 1.20 | 336 | 384 | 12.90 | 13.50 | 4,334 | 5,184 |
| Montana..... | 700 | 660 | 2.50 | 1.80 | 1,750 | 1,188 | 8.70 | 9.60 | 15,225 | 11,405 |
| Wyoming..... | 500 | 480 | 2.30 | 1.90 | 1,150 | 912 | 7.50 | 6.70 | 8,625 | 6,110 |
| Colorado..... | 970 | 890 | 2.40 | 2.05 | 2,328 | 1,824 | 7.49 | 10.00 | 17,227 | 18,240 |
| New Mexico..... | 208 | 192 | 2.50 | 2.08 | 515 | 399 | 9.30 | 12.10 | 4,790 | 4,828 |
| Arizona..... | 142 | 135 | 3.20 | 4.00 | 454 | 540 | 8.80 | 11.00 | 3,995 | 5,940 |
| Utah..... | 406 | 390 | 2.75 | 2.33 | 1,116 | 909 | 7.70 | 9.10 | 8,593 | 8,272 |
| Nevada..... | 247 | 235 | 3.25 | 2.75 | 803 | 646 | 8.30 | 11.00 | 6,665 | 7,106 |
| Idaho..... | 705 | 705 | 2.65 | 2.90 | 1,868 | 2,044 | 7.30 | 7.20 | 13,636 | 14,717 |
| Washington..... | 796 | 780 | 2.20 | 2.30 | 1,751 | 1,794 | 11.00 | 10.90 | 19,261 | 19,555 |
| Oregon..... | 858 | 825 | 2.00 | 2.10 | 1,716 | 1,732 | 9.20 | 9.00 | 15,787 | 15,688 |
| California..... | 2,700 | 2,400 | 1.95 | 1.50 | 5,265 | 3,800 | 8.20 | 13.50 | 43,173 | 48,600 |
| United States..... | 49,145 | 48,954 | 1.43 | 1.31 | 70,071 | 64,116 | 11.12 | 12.43 | 779,068 | 797,077 |

**ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF
THE UNITED STATES IN 1913 AND 1914, AS REPORTED
BY THE DEPARTMENT OF AGRICULTURE,
WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel, Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|------------|------------------------------------|----------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| Maine..... | 130 | 128 | 280 | 220 | 33,800 | 28,160 | 33 | 53 | 11,154 | 14,925 |
| New Hampshire..... | 17 | 17 | 159 | 122 | 2,703 | 2,074 | 60 | 83 | 1,622 | 1,721 |
| Vermont..... | 25 | 25 | 168 | 127 | 4,200 | 3,175 | 47 | 72 | 1,974 | 2,286 |
| Massachusetts..... | 27 | 27 | 135 | 105 | 4,185 | 2,835 | 71 | 85 | 2,971 | 2,410 |
| Rhode Island..... | 5 | 5 | 165 | 130 | 825 | 650 | 70 | 90 | 578 | 585 |
| Connecticut..... | 24 | 24 | 140 | 92 | 3,360 | 2,208 | 65 | 87 | 2,184 | 1,921 |
| New York..... | 367 | 360 | 145 | 74 | 53,215 | 26,640 | 44 | 80 | 23,415 | 21,312 |
| New Jersey..... | 92 | 94 | 108 | 95 | 9,936 | 8,930 | 61 | 82 | 6,061 | 7,323 |
| Pennsylvania..... | 268 | 265 | 105 | 88 | 28,140 | 23,320 | 58 | 80 | 16,321 | 18,656 |
| Delaware..... | 11 | 11 | 80 | 87 | 880 | 957 | 70 | 75 | 616 | 718 |
| Maryland..... | 44 | 43 | 78 | 87 | 3,432 | 3,741 | 60 | 67 | 2,059 | 2,506 |
| Virginia..... | 112 | 105 | 65 | 94 | 7,280 | 9,870 | 77 | 80 | 5,806 | 7,896 |
| West Virginia..... | 48 | 48 | 84 | 83 | 2,592 | 3,984 | 61 | 90 | 2,100 | 3,586 |
| North Carolina..... | 33 | 30 | 52 | 80 | 1,716 | 2,400 | 92 | 82 | 1,579 | 1,968 |
| South Carolina..... | 11 | 10 | 70 | 80 | 770 | 800 | 125 | 130 | 962 | 1,040 |
| Georgia..... | 13 | 12 | 60 | 81 | 789 | 972 | 105 | 105 | 819 | 1,021 |
| Florida..... | 13 | 12 | 80 | 76 | 1,040 | 912 | 113 | 117 | 1,175 | 1,067 |
| Ohio..... | 150 | 160 | 95 | 64 | 14,250 | 10,240 | 53 | 85 | 7,552 | 8,704 |
| Indiana..... | 75 | 75 | 80 | 53 | 6,000 | 3,975 | 56 | 84 | 3,360 | 3,339 |
| Illinois..... | 124 | 125 | 60 | 46 | 7,440 | 5,750 | 61 | 89 | 4,538 | 5,118 |
| Michigan..... | 364 | 350 | 121 | 96 | 44,044 | 33,600 | 30 | 53 | 13,213 | 17,808 |
| Wisconsin..... | 304 | 295 | 124 | 109 | 37,696 | 32,155 | 30 | 54 | 11,309 | 17,364 |
| Minnesota..... | 270 | 275 | 114 | 110 | 30,780 | 30,250 | 32 | 52 | 9,850 | 15,730 |
| Iowa..... | 147 | 150 | 86 | 48 | 12,642 | 7,200 | 59 | 82 | 7,459 | 5,904 |
| Missouri..... | 87 | 85 | 45 | 38 | 3,915 | 3,230 | 73 | 93 | 2,858 | 3,004 |
| North Dakota..... | 70 | 60 | 109 | 85 | 7,630 | 5,100 | 42 | 56 | 3,205 | 2,856 |
| South Dakota..... | 63 | 60 | 90 | 78 | 5,670 | 4,680 | 47 | 63 | 2,665 | 2,948 |
| Nebraska..... | 118 | 118 | 80 | 48 | 9,440 | 5,664 | 54 | 78 | 5,098 | 4,418 |
| Kansas..... | 72 | 73 | 62 | 40 | 4,464 | 2,920 | 77 | 91 | 3,437 | 2,657 |
| Kentucky..... | 50 | 50 | 45 | 49 | 2,250 | 2,450 | 84 | 102 | 1,890 | 2,499 |
| Tennessee..... | 35 | 38 | 43 | 64 | 1,505 | 2,432 | 91 | 97 | 1,370 | 2,359 |
| Alabama..... | 18 | 18 | 79 | 84 | 1,422 | 1,512 | 101 | 105 | 1,436 | 1,588 |
| Mississippi..... | 12 | 12 | 80 | 80 | 960 | 960 | 95 | 100 | 912 | 960 |
| Louisiana..... | 24 | 25 | 70 | 70 | 1,680 | 1,750 | 97 | 96 | 1,630 | 1,680 |
| Texas..... | 44 | 45 | 61 | 52 | 2,664 | 2,340 | 104 | 112 | 2,791 | 2,621 |
| Oklahoma..... | 32 | 32 | 70 | 60 | 2,240 | 1,920 | 90 | 105 | 2,016 | 2,016 |
| Arkansas..... | 25 | 25 | 60 | 72 | 1,500 | 1,800 | 97 | 100 | 1,455 | 1,800 |
| Montana..... | 37 | 36 | 140 | 140 | 5,180 | 5,040 | 64 | 67 | 3,315 | 3,377 |
| Wyoming..... | 15 | 12 | 108 | 140 | 1,620 | 1,680 | 70 | 65 | 1,134 | 1,092 |
| Colorado..... | 73 | 80 | 120 | 115 | 8,760 | 9,200 | 50 | 65 | 4,380 | 5,980 |
| New Mexico..... | 9 | 9 | 100 | 68 | 900 | 612 | 95 | 140 | 855 | 857 |
| Arizona..... | 1 | 1 | 110 | 75 | 110 | 75 | 120 | 135 | 132 | 101 |
| Utah..... | 20 | 20 | 140 | 180 | 2,800 | 3,600 | 60 | 58 | 1,680 | 2,048 |
| Nevada..... | 12 | 11 | 130 | 160 | 1,560 | 1,760 | 70 | 68 | 1,092 | 1,197 |
| Idaho..... | 34 | 34 | 155 | 170 | 5,270 | 5,780 | 48 | 50 | 2,530 | 2,890 |
| Washington..... | 59 | 60 | 128 | 123 | 7,552 | 7,380 | 55 | 60 | 4,154 | 4,428 |
| Oregon..... | 49 | 50 | 97 | 135 | 4,753 | 6,750 | 60 | 58 | 2,852 | 3,915 |
| California..... | 75 | 68 | 138 | 119 | 10,350 | 8,092 | 70 | 70 | 7,245 | 5,664 |
| United States..... | 3,708 | 3,668 | 109.5 | 90.4 | 405,921 | 331,525 | 48.9 | 68.7 | 198,609 | 227,903 |

**ACREAGE, PRODUCTION AND VALUE OF THE TOBACCO, FLAX
SEED AND RICE CROPS OF THE UNITED STATES IN 1913
AND 1914, AS REPORTED BY THE DEPARTMENT
OF AGRICULTURE, WASHINGTON.**

| STATE. | Acreage (000 omitted). | | Yield per acre. | | Total production (000 omitted). | | Price per bushel. Dec. 1, to producers. | | Value based on prices, Dec. 1, to producers (000 omitted). | |
|---------------------|---------------------------|--------------|--------------------|-------------|------------------------------------|-------------|--|-------------|---|----------------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| | <i>Acres</i> | <i>Acres</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Lbs.</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
| New Hampshire..... | 100 | 100 | 1,770 | 1,650 | 177 | 165 | 18.0 | 18.0 | 32 | 30 |
| Vermont..... | 100 | 100 | 1,700 | 1,550 | 170 | 155 | 18.0 | 18.0 | 31 | 28 |
| Massachusetts..... | 6,600 | 6,100 | 1,750 | 1,550 | 11,550 | 9,455 | 17.7 | 21.0 | 2,044 | 1,986 |
| Connecticut..... | 20,200 | 18,400 | 1,770 | 1,550 | 35,754 | 28,520 | 18.5 | 21.0 | 6,614 | 5,969 |
| New York..... | 4,600 | 4,300 | 1,300 | 1,020 | 5,980 | 4,386 | 12.0 | 12.2 | 718 | 535 |
| Pennsylvania..... | 33,100 | 38,900 | 1,450 | 1,200 | 47,995 | 46,680 | 8.5 | 7.5 | 4,080 | 3,501 |
| Maryland..... | 22,000 | 25,000 | 800 | 740 | 17,600 | 18,500 | 8.0 | 9.3 | 1,408 | 1,720 |
| Virginia..... | 175,000 | 200,000 | 650 | 770 | 113,750 | 154,000 | 9.0 | 13.9 | 10,238 | 21,406 |
| West Virginia..... | 10,800 | 15,000 | 820 | 680 | 8,856 | 10,200 | 11.0 | 12.0 | 974 | 1,224 |
| North Carolina..... | 265,000 | 250,000 | 650 | 670 | 172,250 | 167,500 | 11.5 | 18.5 | 19,809 | 30,988 |
| South Carolina..... | 50,000 | 43,800 | 730 | 760 | 36,500 | 33,288 | 9.7 | 13.8 | 3,540 | 4,594 |
| Georgia..... | 1,900 | 1,800 | 1,000 | 1,000 | 1,900 | 1,800 | 25.0 | 31.0 | 475 | 558 |
| Florida..... | 4,300 | 4,000 | 1,000 | 1,000 | 4,300 | 4,000 | 30.0 | 31.0 | 1,290 | 1,240 |
| Ohio..... | 86,800 | 81,900 | 900 | 750 | 78,120 | 61,425 | 8.8 | 11.4 | 6,875 | 7,002 |
| Indiana..... | 13,500 | 15,900 | 900 | 750 | 12,150 | 11,925 | 9.0 | 11.0 | 1,094 | 1,313 |
| Illinois..... | 600 | 800 | 780 | 700 | 468 | 560 | 12.0 | 11.5 | 56 | 64 |
| Wisconsin..... | 45,600 | 43,000 | 1,180 | 1,180 | 53,808 | 50,740 | 11.0 | 12.0 | 5,919 | 6,089 |
| Missouri..... | 4,100 | 5,100 | 1,200 | 650 | 4,920 | 3,315 | 13.0 | 12.7 | 640 | 421 |
| Kentucky..... | 400,000 | 370,000 | 910 | 780 | 364,000 | 281,200 | 8.4 | 10.0 | 30,578 | 28,120 |
| Tennessee..... | 77,400 | 90,000 | 820 | 720 | 63,468 | 64,800 | 7.5 | 8.4 | 4,760 | 5,443 |
| Alabama..... | 200 | 300 | 700 | 700 | 140 | 210 | 28.0 | 25.0 | 39 | 52 |
| Louisiana..... | 700 | 600 | 400 | 450 | 280 | 270 | 35.0 | 25.0 | 98 | 68 |
| Texas..... | 200 | 200 | 550 | 600 | 116 | 120 | 21.0 | 22.0 | 24 | 26 |
| Arkansas..... | 700 | 800 | 610 | 650 | 427 | 520 | 18.0 | 16.4 | 77 | 85 |
| United States..... | 1,223,500 | 1,216,100 | 845.7 | 784.3 | 1,034,679 | 953,734 | 9.8 | 12.8 | 101,411 | 122,481 |

FLAXSEED.

| | <i>Acres</i> | <i>Acres</i> | <i>Bu.</i> | <i>Bu.</i> | <i>Bushels</i> | <i>Bushels</i> | <i>Cts.</i> | <i>Cts.</i> | <i>Dollars</i> | <i>Dollars</i> |
|--------------------|--------------|--------------|------------|------------|----------------|----------------|-------------|-------------|----------------|----------------|
| Wisconsin..... | 8 | 9 | 13.5 | 14.0 | 108 | 126 | 125 | 123 | 135 | 155 |
| Minnesota..... | 315 | 350 | 9.3 | 9.0 | 2,930 | 3,150 | 128 | 123 | 3,750 | 3,874 |
| Iowa..... | 20 | 28 | 9.5 | 9.4 | 190 | 263 | 120 | 123 | 223 | 323 |
| Missouri..... | 8 | 10 | 8.0 | 5.0 | 64 | 50 | 104 | 115 | 67 | 58 |
| North Dakota..... | 840 | 1,000 | 8.3 | 7.2 | 6,972 | 7,200 | 128 | 121 | 8,924 | 8,712 |
| South Dakota..... | 320 | 425 | 7.5 | 7.2 | 2,400 | 3,060 | 123 | 120 | 2,952 | 3,672 |
| Nebraska..... | 7 | 9 | 7.0 | 6.0 | 49 | 54 | 119 | 116 | 58 | 59 |
| Kansas..... | 45 | 50 | 6.0 | 6.0 | 270 | 300 | 125 | 116 | 338 | 348 |
| Montana..... | 320 | 400 | 8.0 | 9.0 | 2,560 | 3,600 | 120 | 115 | 3,072 | 4,140 |
| Colorado..... | 2 | 10 | 8.0 | 5.0 | 16 | 50 | 100 | 115 | 16 | 58 |
| United States..... | 1,885 | 2,291 | 8.3 | 7.8 | 15,559 | 17,853 | 126 | 120 | 19,540 | 21,399 |

RICE.

| North Carolina..... | 150 | 300 | 26.3 | 24.0 | 4 | 7 | 75 | 80 | 3 | 6 |
|---------------------|---------|---------|------|------|--------|--------|------|------|--------|--------|
| South Carolina..... | 6,900 | 4,900 | 26.0 | 30.0 | 179 | 147 | 92 | 90 | 165 | 132 |
| Georgia..... | 1,100 | 500 | 28.0 | 32.0 | 31 | 16 | 89 | 83 | 28 | 13 |
| Florida..... | 400 | 400 | 25.0 | 25.0 | 10 | 10 | 70 | 60 | 7 | 6 |
| Alabama..... | 200 | 200 | 28.0 | 22.0 | 6 | 4 | 70 | 60 | 4 | 2 |
| Mississippi..... | 1,000 | 1,500 | 30.0 | 28.0 | 30 | 42 | 85 | 70 | 26 | 29 |
| Louisiana..... | 336,500 | 405,500 | 32.1 | 29.0 | 10,802 | 11,760 | 93 | 84 | 10,046 | 9,878 |
| Texas..... | 239,700 | 303,000 | 33.8 | 32.0 | 8,102 | 9,696 | 92 | 86 | 7,454 | 8,339 |
| Arkansas..... | 92,580 | 104,700 | 39.8 | 36.0 | 3,685 | 3,789 | 90 | 90 | 3,316 | 3,392 |
| California..... | 15,000 | 6,100 | 53.3 | 48.0 | 800 | 293 | 100 | 100 | 800 | 293 |
| United States..... | 693,530 | 827,100 | 31.1 | 31.1 | 23,649 | 25,744 | 92.4 | 85.8 | 21,849 | 22,090 |

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

| CROP OF | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Barley, bush |
|-----------|--------------|---------------|---------------|------------|--------------|
| 1887..... | 456,829,000 | 1,456,161,000 | 659,618,000 | 20,691,000 | 56,812,000 |
| 1888..... | 414,868,000 | 1,987,790,000 | 701,785,000 | 28,415,000 | 63,884,000 |
| 1889..... | 490,560,000 | 2,112,892,000 | 751,515,000 | 28,500,000 | 66,000,000 |
| 1890..... | 899,262,000 | 1,489,970,000 | 523,621,000 | 29,000,000 | 58,800,000 |
| 1891..... | 611,780,000 | 2,060,154,000 | 738,394,000 | 36,000,000 | 77,400,000 |
| 1892..... | 515,949,000 | 1,628,461,000 | 661,035,000 | ..... | ..... |
| 1893..... | 896,131,725 | 1,619,496,131 | 638,854,850 | 26,555,446 | 69,869,495 |
| 1894..... | 460,267,416 | 1,212,770,652 | 662,036,928 | 26,727,615 | 61,400,465 |
| 1895..... | 467,102,947 | 2,151,188,580 | 824,448,587 | 27,210,070 | 87,072,744 |
| 1896..... | 427,684,846 | 2,283,875,165 | 707,346,404 | 24,869,047 | 69,686,223 |
| 1897..... | 530,149,168 | 1,902,967,933 | 698,767,809 | 7,868,824 | 66,685,127 |
| 1898..... | 670,149,705 | 1,924,184,660 | 780,906,643 | 26,667,522 | 66,792,257 |
| 1899..... | 647,803,846 | 2,078,143,933 | 796,177,718 | 28,961,741 | 78,381,563 |
| 1900..... | 522,229,505 | 2,105,102,516 | 809,126,989 | 28,906,927 | 68,925,833 |
| 1901..... | 748,490,218 | 1,522,519,891 | 736,808,724 | 30,344,830 | 109,932,924 |
| 1902..... | 670,063,008 | 2,523,648,312 | 987,842,712 | 53,630,592 | 134,954,023 |
| 1903..... | 637,821,535 | 2,244,176,925 | 784,094,199 | 29,863,416 | 131,861,391 |
| 1904..... | 552,399,517 | 2,467,480,934 | 894,595,562 | 27,234,565 | 139,748,958 |
| 1905..... | 692,979,489 | 2,707,993,540 | 953,216,197 | 27,616,045 | 136,651,020 |
| 1906..... | 786,260,970 | 2,927,416,091 | 964,904,523 | 33,374,833 | 178,916,484 |
| 1907..... | 684,087,000 | 2,832,320,000 | 754,445,000 | 81,566,000 | 153,597,000 |
| 1908..... | 664,602,000 | 2,668,651,000 | 807,156,000 | 81,851,000 | 166,756,000 |
| 1909..... | 683,350,000 | 2,552,190,000 | 1,007,129,000 | 29,520,000 | 173,321,000 |
| 1910..... | 635,121,000 | 2,856,260,000 | 1,186,341,000 | 34,897,000 | 178,532,000 |
| 1911..... | 621,838,000 | 2,581,488,000 | 922,298,000 | 35,119,000 | 160,240,000 |
| 1912..... | 730,267,000 | 3,124,746,000 | 1,418,397,000 | 55,664,000 | 228,824,000 |
| 1913..... | 768,880,000 | 2,446,988,000 | 1,121,768,000 | 41,381,000 | 178,189,000 |
| 1914..... | 891,017,000 | 2,672,804,000 | 1,141,060,000 | 42,779,000 | 194,953,000 |

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREET'S.

The following figures represent stocks of Grain available at 76 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

| DATES. | GRAIN STOCKS EAST OF ROCKY MOUNTAINS. | | | | PACIFIC COAST STOCKS. |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------------|
| | Wheat. | Corn. | Oats. | Barley. | Wheat. |
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. |
| 1914, February 1..... | 121,718,000 | 19,828,000 | 45,801,000 | 11,988,000 | 8,837,000 |
| March 1..... | 110,446,000 | 21,700,000 | 41,511,000 | 10,864,000 | 7,997,000 |
| April 1..... | 102,270,000 | 22,784,000 | 39,055,000 | 9,720,000 | 8,477,000 |
| May 1..... | 77,912,000 | 11,851,000 | 25,688,000 | 6,867,000 | 2,752,000 |
| June 1..... | 58,495,000 | 5,915,000 | 20,476,000 | 4,792,000 | 1,638,000 |
| July 1..... | 32,997,000 | 9,444,000 | 15,407,000 | 3,363,000 | 1,647,000 |
| August 1..... | 46,927,000 | 4,416,000 | 11,945,000 | 2,058,000 | 1,027,000 |
| September 1..... | 46,561,000 | 5,472,000 | 26,575,000 | 2,276,000 | 1,770,000 |
| October 1..... | 96,128,000 | 6,715,000 | 36,731,000 | 7,015,000 | 3,609,000 |
| November 1..... | 114,446,000 | 4,169,000 | 42,380,000 | 8,063,000 | 3,405,000 |
| December 1..... | 118,012,000 | 4,329,000 | 42,755,000 | 9,369,000 | 4,422,000 |
| 1915, January 1..... | 119,021,000 | 21,771,000 | 45,415,000 | 8,235,000 | 6,787,000 |

ESTIMATE OF CROPS OF THE WORLD.

| YEAR. | Wheat, Bushels. | Corn, Bushels. | Oats, Bushels. | Barley, Bushels. | Rye, Bushels. |
|-----------|--------------------|-------------------|-------------------|---------------------|------------------|
| 1914..... | 3,758,122,000 | 3,737,704,000 | 4,350,460,000 | 1,398,813,000 | 1,739,829,000 |
| 1913..... | 4,008,831,000 | 3,480,175,000 | 4,556,468,000 | 1,511,088,000 | 1,856,617,000 |
| 1912..... | 3,812,798,000 | 4,222,560,000 | 4,754,941,000 | 1,385,174,000 | 1,888,693,000 |
| 1911..... | 3,562,189,000 | 3,326,800,000 | 3,673,698,000 | 1,306,840,000 | 1,532,719,000 |
| 1910..... | 3,613,230,000 | 3,758,960,000 | 3,840,548,000 | 1,355,882,000 | 1,611,797,000 |
| 1909..... | 3,530,229,000 | 3,467,700,000 | 3,962,129,000 | 1,367,221,000 | 1,241,020,000 |
| 1908..... | 3,176,479,000 | 3,532,057,000 | 3,660,656,000 | 1,156,016,000 | 1,512,017,000 |
| 1907..... | 3,126,965,000 | 3,307,200,000 | 3,303,443,000 | 1,191,517,000 | 1,604,400,000 |
| 1906..... | 3,286,720,000 | 3,821,400,000 | 3,253,304,000 | 1,201,676,000 | 1,516,843,000 |
| 1905..... | 3,212,720,000 | 3,385,714,000 | 3,398,700,000 | 1,909,400,000 | 1,462,286,000 |
| 1904..... | 2,931,828,000 | 3,027,514,000 | 3,538,179,000 | 1,167,053,000 | 1,748,571,000 |
| 1903..... | 3,235,864,000 | 3,024,857,000 | 3,341,651,000 | 1,252,250,000 | 1,680,897,000 |
| 1902..... | 3,151,280,000 | ..... | 3,601,275,000 | 1,216,383,000 | ..... |
| 1901..... | 2,793,784,000 | ..... | 2,860,168,000 | ..... | ..... |
| 1900..... | 2,663,440,000 | ..... | ..... | ..... | ..... |
| 1899..... | 2,627,616,000 | ..... | ..... | ..... | ..... |
| 1898..... | 2,928,616,000 | ..... | ..... | ..... | ..... |
| 1897..... | 2,291,160,000 | ..... | ..... | ..... | ..... |
| 1896..... | 2,387,456,000 | ..... | ..... | ..... | ..... |
| 1895..... | 2,442,624,000 | ..... | ..... | ..... | ..... |

**WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.**

| YEAR. | WINTER WHEAT. | | | SPRING WHEAT. | | | Average per Acre. Total Crop. |
|-------|---------------|-------------|-------------------------|---------------|-------------|-------------------------|---|
| | Acreage. | Yield, bus. | Average per Acre. | Acreage. | Yield, bus. | Average per Acre. | |
| 1892 | 25,989,076 | 359,181,000 | 13.8 | 12,565,354 | 156,758,000 | 12.5 | 38,554,430 |
| 1893 | 22,808,539 | 275,488,809 | 12.0 | 11,700,879 | 120,642,916 | 10.3 | 34,629,418 |
| 1894 | 23,306,500 | 326,398,840 | 14.0 | 11,575,936 | 133,868,976 | 11.6 | 34,882,486 |
| 1895 | 22,609,322 | 261,242,134 | 11.6 | 11,438,010 | 205,860,813 | 18.0 | 34,047,332 |
| 1896 | 22,793,715 | 267,984,004 | 11.8 | 11,894,928 | 153,750,342 | 12.5 | 34,618,646 |
| 1897 | 22,925,693 | 323,616,123 | 14.1 | 16,589,443 | 206,533,045 | 12.5 | 39,465,066 |
| 1898 | 25,744,848 | 382,492,032 | 14.9 | 18,310,430 | 222,656,673 | 16.0 | 44,065,278 |
| 1899 | 25,357,592 | 291,706,229 | 11.5 | 19,254,924 | 255,597,614 | 13.29 | 44,352,516 |
| 1900 | 26,235,897 | 350,025,409 | 13.3 | 16,256,488 | 172,204,066 | 10.59 | 42,405,385 |
| 1901 | 30,233,701 | 468,834,501 | 15.2 | 19,655,813 | 289,625,717 | 14.7 | 49,895,514 |
| 1902 | 28,581,426 | 411,788,666 | 14.4 | 17,620,968 | 258,274,342 | 14.7 | 46,202,424 |
| 1903 | 32,510,510 | 399,897,250 | 12.3 | 16,964,457 | 237,954,385 | 14.0 | 49,464,967 |
| 1904 | 26,865,855 | 339,495,346 | 12.4 | 17,209,020 | 219,464,171 | 12.8 | 44,074,875 |
| 1905 | 29,864,018 | 428,462,834 | 14.3 | 17,490,061 | 264,516,655 | 15.1 | 47,354,079 |
| 1906 | 29,699,961 | 492,588,004 | 16.7 | 17,705,868 | 242,372,968 | 13.7 | 47,305,829 |
| 1907 | 28,132,000 | 409,442,000 | 14.6 | 17,079,000 | 224,645,000 | 13.2 | 46,211,000 |
| 1908 | 30,349,000 | 437,908,000 | 14.3 | 17,208,000 | 226,694,000 | 13.2 | 47,557,000 |
| 1909 | 28,330,000 | 446,306,000 | 15.8 | 18,383,000 | 290,823,000 | 15.8 | 44,261,000 |
| 1910 | 27,329,000 | 424,142,000 | 15.9 | 18,352,000 | 200,979,000 | 11.0 | 45,681,000 |
| 1911 | 29,162,000 | 430,656,000 | 14.8 | 20,381,000 | 190,482,000 | 9.4 | 49,543,000 |
| 1912 | 26,571,000 | 399,919,000 | 15.1 | 19,243,000 | 330,348,000 | 17.2 | 45,814,000 |
| 1913 | 21,609,000 | 523,561,000 | 16.5 | 18,485,000 | 230,819,000 | 13.0 | 50,184,000 |
| 1914 | 36,008,000 | 684,990,000 | 19.0 | 17,653,000 | 206,627,000 | 11.8 | 56,541,000 |

STOCKS OF GRAIN IN FARMERS' HANDS.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON, D.C.

CORN.

| YEAR. | CROP. | Per cent on hand November 1 of following year. | Amount on hand November 1 of following year. |
|-----------|-----------------|--|--|
| | <i>Bushels.</i> | | <i>Bushels.</i> |
| 1910..... | 2,886,260,000 | 4.3 | 132,000,000 |
| 1911..... | 2,531,488,000 | 2.6 | 64,764,000 |
| 1912..... | 3,124,746,000 | 4.4 | 137,972,000 |
| 1913..... | 2,446,988,000 | 3.2 | 80,046,000 |
| 1914..... | 2,672,804,000 | ..... | ..... |

WHEAT.

| YEAR. | CROP. | Per cent on hand July 1 of following year. | Amount on hand July 1 of following year. |
|-----------|-----------------|--|--|
| | <i>Bushels.</i> | | <i>Bushels.</i> |
| 1907..... | 634,087,000 | 5.3 | 33,797,000 |
| 1908..... | 664,602,000 | 2.3 | 15,062,000 |
| 1909..... | 683,350,000 | 5.2 | 38,739,000 |
| 1910..... | 635,121,000 | 5.5 | 38,288,000 |
| 1911..... | 621,338,000 | 3.8 | 23,876,000 |
| 1912..... | 730,267,000 | 4.9 | 35,515,000 |
| 1913..... | 763,380,110 | 4.2 | 32,236,000 |
| 1914..... | 891,017,000 | ..... | ..... |

OATS.

| YEAR. | CROP. | Per cent on hand August 1 of following year. | Amount on hand August 1 of following year. |
|-----------|-----------------|--|--|
| | <i>Bushels.</i> | | <i>Bushels.</i> |
| 1907..... | 754,443,000 | 5.0 | 38,000,000 |
| 1908..... | 807,156,000 | 3.3 | 26,323,000 |
| 1909..... | 1,007,129,000 | 6.3 | 63,249,000 |
| 1910..... | 1,186,341,000 | 5.7 | 64,342,000 |
| 1911..... | 922,298,000 | 3.8 | 34,874,000 |
| 1912..... | 1,418,337,000 | 7.3 | 103,900,000 |
| 1913..... | 112,768,000 | 5.6 | 62,476,700 |
| 1914..... | 1,141,060,000 | ..... | ..... |

QUANTITIES OF CORN, WHEAT AND OATS IN FARMERS' HANDS MARCH 1.

| YEARS. | CORN. | WHEAT. | OATS. |
|-----------|-----------------|-----------------|-----------------|
| | <i>Bushels.</i> | <i>Bushels.</i> | <i>Bushels.</i> |
| 1892..... | 860,393,950 | 171,070,881 | ..... |
| 1893..... | 626,847,370 | 135,205,430 | ..... |
| 1894..... | 585,816,370 | 114,059,560 | ..... |
| 1895..... | 475,565,430 | 74,999,790 | ..... |
| 1896..... | 1,072,273,700 | 123,045,290 | ..... |
| 1897..... | 1,164,405,884 | 88,149,072 | 312,814,923 |
| 1898..... | 782,870,651 | 121,320,500 | 271,729,032 |
| 1899..... | 800,533,109 | 198,056,496 | 283,208,940 |
| 1900..... | 773,729,528 | 158,745,595 | 290,937,335 |
| 1901..... | 776,166,350 | 128,088,074 | 292,803,480 |
| 1902..... | 443,456,515 | 173,702,583 | 227,502,343 |
| 1903..... | 1,050,652,819 | 164,047,106 | 364,926,483 |
| 1904..... | 839,052,875 | 132,608,382 | 273,707,637 |
| 1905..... | 954,268,217 | 111,054,959 | 347,165,643 |
| 1906..... | 1,107,569,358 | 158,403,000 | 379,809,000 |
| 1907..... | 1,298,000,000 | 206,644,000 | 384,461,000 |
| 1908..... | 1,962,429,000 | 148,721,000 | 267,476,000 |
| 1909..... | 1,047,763,000 | 148,692,000 | 278,847,000 |
| 1910..... | 1,977,561,000 | 160,214,000 | 365,432,000 |
| 1911..... | 1,165,878,000 | 162,025,000 | 442,665,000 |
| 1912..... | 884,069,000 | 128,025,000 | 289,988,000 |
| 1913..... | 1,289,655,000 | 156,483,000 | 604,200,000 |
| 1914..... | 866,392,000 | 151,809,000 | 419,476,000 |
| 1915..... | 910,894,000 | 152,903,000 | 379,369,000 |

DISTRIBUTION OF THE WHEAT CROP OF THE UNITED STATES FOR FIFTEEN YEARS.
COMPILED BY THE DAILY TRADE BULLETIN.

| Harvest Year, Ending June 30. | Popula- tion, United States. | TOTAL SUPPLIES. | | | TOTAL DISTRIBUTION. | | | | Con- sumption, Per Capita, Bushels. |
|-------------------------------|------------------------------|----------------------------|--|---------------------------|---------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------------|
| | | Crop Har- vested, Bushels. | Supply on hand at opening of harvest year. | | Seeding, Bushels. | On hand at close of harvest year. | | Exports for Year, Bushels. | Remaining for Con- sumption, Bushels. |
| | | | In Farmers' Hands, Bushels. | In Second Hands, Bushels. | | In Farmers' Hands, Bushels. | In Second Hands, Bushels. | | |
| 1897-8 | 72,590,000 | 530,000,000 | 30,000,000 | 39,000,000 | 59,000,000 | 16,000,000 | 26,000,000 | 217,000,000 | 231,000,000 |
| 1898-9 | 74,012,000 | 675,000,000 | 16,000,000 | 26,000,000 | 717,000,000 | 65,000,000 | 68,000,000 | 223,000,000 | 268,000,000 |
| 1899-1900 | 75,442,000 | 647,000,000 | 65,000,000 | 68,000,000 | 680,000,000 | 51,000,000 | 85,000,000 | 186,000,000 | 292,000,000 |
| 1900-1 | 76,935,000 | 622,000,000 | 61,000,000 | 85,000,000 | 653,000,000 | 31,000,000 | 60,000,000 | 216,000,000 | 287,000,000 |
| 1901-2 | 78,470,000 | 748,000,000 | 81,000,000 | 60,000,000 | 839,000,000 | 52,000,000 | 46,000,000 | 235,000,000 | 436,000,000 |
| 1902-3 | 80,050,000 | 670,000,000 | 62,000,000 | 46,000,000 | 768,000,000 | 43,000,000 | 35,000,000 | 203,000,000 | 415,000,000 |
| 1903-4 | 81,640,000 | 638,000,000 | 43,000,000 | 35,000,000 | 716,000,000 | 37,000,000 | 33,000,000 | 121,000,000 | 448,000,000 |
| 1904-5 | 83,270,000 | 532,000,000 | 37,000,000 | 35,000,000 | 624,000,000 | 24,000,000 | 33,000,000 | 44,000,000 | 448,000,000 |
| 1905-6 | 84,950,000 | 693,000,000 | 24,000,000 | 33,000,000 | 750,000,000 | 46,000,000 | 55,000,000 | 95,000,000 | 479,000,000 |
| 1906-7 | 86,650,000 | 735,000,000 | 46,000,000 | 55,000,000 | 838,000,000 | 53,000,000 | 80,000,000 | 147,000,000 | 479,000,000 |
| 1907-8 | 88,380,000 | 634,000,000 | 55,000,000 | 80,000,000 | 769,000,000 | 34,000,000 | 35,000,000 | 163,000,000 | 465,000,000 |
| 1908-9 | 90,150,000 | 665,000,000 | 34,000,000 | 35,000,000 | 724,000,000 | 15,000,000 | 28,000,000 | 115,000,000 | 504,000,000 |
| 1909-10 | 91,973,000 | 683,000,000 | 15,000,000 | 28,000,000 | 728,000,000 | 36,000,000 | 49,000,000 | 86,000,000 | 479,000,000 |
| 1910-11 | 93,800,000 | 633,000,000 | 36,000,000 | 49,000,000 | 720,000,000 | 34,000,000 | 38,000,000 | 89,000,000 | 482,000,000 |
| 1911-12 | 95,600,000 | 621,000,000 | 34,000,000 | 54,000,000 | 713,000,000 | 24,000,000 | 35,000,000 | 80,000,000 | 453,000,000 |
| 1912-13 | 97,400,000 | 730,000,000 | 24,000,000 | 54,000,000 | 808,000,000 | 21,000,000 | 55,000,000 | 143,000,000 | 504,000,000 |
| 1913-14 | 99,300,000 | 763,000,000 | 35,000,000 | 55,000,000 | 853,000,000 | 32,000,000 | 44,000,000 | 146,000,000 | 549,000,000 |
| 1897-8 | 72,590,000 | 530,000,000 | 30,000,000 | 39,000,000 | 59,000,000 | 16,000,000 | 26,000,000 | 217,000,000 | 231,000,000 |
| 1898-9 | 74,012,000 | 675,000,000 | 16,000,000 | 26,000,000 | 717,000,000 | 65,000,000 | 68,000,000 | 223,000,000 | 268,000,000 |
| 1899-1900 | 75,442,000 | 647,000,000 | 65,000,000 | 68,000,000 | 680,000,000 | 51,000,000 | 85,000,000 | 186,000,000 | 292,000,000 |
| 1900-1 | 76,935,000 | 622,000,000 | 61,000,000 | 85,000,000 | 653,000,000 | 31,000,000 | 60,000,000 | 216,000,000 | 287,000,000 |
| 1901-2 | 78,470,000 | 748,000,000 | 81,000,000 | 60,000,000 | 839,000,000 | 52,000,000 | 46,000,000 | 235,000,000 | 436,000,000 |
| 1902-3 | 80,050,000 | 670,000,000 | 62,000,000 | 46,000,000 | 768,000,000 | 43,000,000 | 35,000,000 | 203,000,000 | 415,000,000 |
| 1903-4 | 81,640,000 | 638,000,000 | 43,000,000 | 35,000,000 | 716,000,000 | 37,000,000 | 33,000,000 | 121,000,000 | 448,000,000 |
| 1904-5 | 83,270,000 | 532,000,000 | 37,000,000 | 35,000,000 | 624,000,000 | 24,000,000 | 33,000,000 | 44,000,000 | 448,000,000 |
| 1905-6 | 84,950,000 | 693,000,000 | 24,000,000 | 33,000,000 | 750,000,000 | 46,000,000 | 55,000,000 | 95,000,000 | 479,000,000 |
| 1906-7 | 86,650,000 | 735,000,000 | 46,000,000 | 55,000,000 | 838,000,000 | 53,000,000 | 80,000,000 | 147,000,000 | 479,000,000 |
| 1907-8 | 88,380,000 | 634,000,000 | 55,000,000 | 80,000,000 | 769,000,000 | 34,000,000 | 35,000,000 | 163,000,000 | 465,000,000 |
| 1908-9 | 90,150,000 | 665,000,000 | 34,000,000 | 35,000,000 | 724,000,000 | 15,000,000 | 28,000,000 | 115,000,000 | 504,000,000 |
| 1909-10 | 91,973,000 | 683,000,000 | 15,000,000 | 28,000,000 | 728,000,000 | 36,000,000 | 49,000,000 | 86,000,000 | 479,000,000 |
| 1910-11 | 93,800,000 | 633,000,000 | 36,000,000 | 49,000,000 | 720,000,000 | 34,000,000 | 38,000,000 | 89,000,000 | 482,000,000 |
| 1911-12 | 95,600,000 | 621,000,000 | 34,000,000 | 54,000,000 | 713,000,000 | 24,000,000 | 35,000,000 | 80,000,000 | 453,000,000 |
| 1912-13 | 97,400,000 | 730,000,000 | 24,000,000 | 54,000,000 | 808,000,000 | 21,000,000 | 55,000,000 | 143,000,000 | 504,000,000 |
| 1913-14 | 99,300,000 | 763,000,000 | 35,000,000 | 55,000,000 | 853,000,000 | 32,000,000 | 44,000,000 | 146,000,000 | 549,000,000 |

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

| YEARS. | WINTER WHEAT. | | | | SPRING WHEAT. | | | OATS. | | |
|-----------|---------------|--------|------|-------|---------------|-------|-------|---------|------------|----------|
| | | | | | | | | | | |
| | All Wheat. | April. | May. | June. | July. | June. | July. | August. | September. | October. |
| 1892..... | 85 | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 |
| 1893..... | 74 | 73 | 72 | 71 | 70 | 69 | 68 | 67 | 66 | 65 |
| 1894..... | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 |
| 1895..... | 75 | 74 | 73 | 72 | 71 | 70 | 69 | 68 | 67 | 66 |
| 1896..... | 74 | 73 | 72 | 71 | 70 | 69 | 68 | 67 | 66 | 65 |
| 1897..... | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 |
| 1898..... | 84 | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 |
| 1899..... | 70 | 69 | 68 | 67 | 66 | 65 | 64 | 63 | 62 | 61 |
| 1900..... | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 |
| 1901..... | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 | 72 | 71 |
| 1902..... | 74 | 73 | 72 | 71 | 70 | 69 | 68 | 67 | 66 | 65 |
| 1903..... | 77 | 76 | 75 | 74 | 73 | 72 | 71 | 70 | 69 | 68 |
| 1904..... | 76 | 75 | 74 | 73 | 72 | 71 | 70 | 69 | 68 | 67 |
| 1905..... | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 | 72 |
| 1906..... | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 | 72 | 71 |
| 1907..... | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 |
| 1908..... | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 | 72 |
| 1909..... | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 |
| 1910..... | 81 | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 | 72 |
| 1911..... | 80 | 79 | 78 | 77 | 76 | 75 | 74 | 73 | 72 | 71 |
| 1912..... | 84 | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 |
| 1913..... | 75 | 74 | 73 | 72 | 71 | 70 | 69 | 68 | 67 | 66 |
| 1914..... | 84 | 83 | 82 | 81 | 80 | 79 | 78 | 77 | 76 | 75 |
| *July. | | | | | | | | | | |

THE WHEAT CROP OF THE WORLD.

Revised up to November 3rd, 1914.

(In Quarters of 480 pounds, 000 omitted).

| COUNTRY. | 1914 | 1913 | 1912 | 1911 | 1910 |
|--|------------------|------------------|------------------|------------------|------------------|
| EUROPE: | | | | | |
| France..... | 37,000 | 38,900 | 41,700 | 40,000 | 31,396 |
| Russia—72 Govern ments, including Siberia..... | 97,300 | f118,100 | 91,017 | e63,500 | e104,009 |
| Hungary..... | 13,500 | 19,120 | 21,670 | 22,100 | 21,200 |
| Austria..... | 7,500 | 8,300 | 8,330 | 7,000 | 7,210 |
| Croatia and Slavonia..... | 1,000 | 2,110 | 1,410 | 1,850 | 1,650 |
| Bosnia and Herzegovina..... | 200 | 320 | 370 | 300 | 300 |
| Italy..... | 21,200 | 26,800 | 20,700 | 24,000 | 19,200 |
| Germany..... | 19,000 | 21,000 | 20,030 | 17,500 | 17,740 |
| Spain..... | 14,200 | 13,800 | 14,000 | 18,682 | 17,000 |
| Portugal..... | 1,000 | 700 | 700 | 1,200 | 1,150 |
| Roumania..... | 5,500 | 10,000 | 10,800 | 11,400 | 13,400 |
| Bulgaria and Roumelia..... | 2,000 | 5,000 | 5,500 | 8,500 | 7,074 |
| Servia..... | 1,000 | 1,378 | 2,044 | 1,800 | 1,652 |
| Greece..... | 700 | 500 | 920 | 400 | 300 |
| United Kingdom..... | 7,700 | 7,100 | 7,175 | 7,987 | 7,279 |
| Belgium..... | 1,200 | 1,800 | 1,910 | 1,800 | 1,500 |
| Holland..... | 850 | 600 | 575 | 500 | 530 |
| Switzerland..... | 400 | 440 | 397 | 440 | 400 |
| Sweden..... | 900 | 913 | 976 | 1,037 | 880 |
| Denmark..... | 500 | 520 | 470 | 500 | 590 |
| Norway..... | 50 | 35 | 39 | 30 | 38 |
| Cyprus and Malta..... | 300 | 300 | 300 | 300 | 300 |
| TOTAL EUROPE..... | 232,800 | 277,736 | 250,833 | 230,826 | 254,798 |
| AMERICA: | | | | | |
| U. S. A..... | 111,500 | 95,400 | c91,250 | 77,700 | c79,400 |
| Canada..... | 19,700 | 28,900 | 28,000 | 28,800 | 16,500 |
| Argentina..... | 24,000 | 14,200 | g24,800 | 21,300 | 17,000 |
| Uruguay..... | 1,000 | 700 | 1,000 | 1,200 | 1,125 |
| Chile..... | 2,000 | 1,500 | 700 | 1,750 | 2,500 |
| Mexico..... | 1,000 | 1,300 | 2,000 | 700 | 1,150 |
| TOTAL AMERICA..... | 159,200 | 142,000 | 148,250 | 131,450 | 117,675 |
| AFRICA: | | | | | |
| Algeria..... | 2,500 | 4,600 | 3,400 | 4,500 | 5,000 |
| Tunis..... | 300 | 500 | 530 | 1,100 | 700 |
| TOTAL AFRICA..... | 2,800 | 5,100 | 3,930 | 5,600 | 5,700 |
| ASIA: | | | | | |
| India..... | *47,000 | 39,400 | 45,100 | 46,500 | 46,500 |
| Japan..... | 3,000 | 3,200 | 3,100 | 3,000 | 2,760 |
| TOTAL ASIA..... | 50,000 | 42,600 | 48,200 | 49,500 | 49,260 |
| AUSTRALASIA: | | | | | |
| New South Wales..... | 2,000 | 4,750 | 4,060 | 2,900 | 3,510 |
| Victoria..... | 1,800 | 4,110 | 3,300 | 3,300 | 4,250 |
| Queensland..... | 200 | 200 | 150 | 50 | 160 |
| South Australia..... | 1,200 | 2,100 | 2,425 | 2,500 | 3,040 |
| West Australia..... | 700 | 1,700 | 1,140 | 580 | 950 |
| Tasmania..... | 100 | 40 | 79 | 90 | 140 |
| TOTAL COMMONWEALTH..... | 6,000 | 12,900 | 11,154 | 9,420 | 12,050 |
| New Zealand..... | 900 | 670 | 650 | 1,000 | 1,100 |
| TOTAL AUSTRALASIA..... | 6,900 | 13,570 | 11,804 | 10,420 | 13,150 |
| Total World's Crop, Qrs. | 451,700 | 481,006 | 463,017 | 427,796 | 440,603 |
| Total World's Crop, Bus..... | 3,613,600 | 3,848,048 | 3,704,140 | 3,422,868 | 3,524,824 |

(*) An estimate for next March.

(e) 73 Governments.

(c) Commercial estimate.

(f) Considerably in excess of commercial estimates.

(g) Probably overestimated by 4,000,000 qrs.

THE CORN CROP OF THE WORLD.

From Broomhall's Corn Trade News.
(In Quarters of 480 Pounds, 000 omitted).

| | 1914 | 1913 | 1912 | 1911 | 1910 |
|----------------------|----------------|----------------|----------------|----------------|----------------|
| U. S. A..... | 334,500 | 305,900 | 364,000 | a294,252 | a335,451 |
| Canada..... | 1,800 | 2,000 | 1,700 | 2,100 | 2,800 |
| Argentina..... | d34,000 | c32,000 | 26,000 | 34,500 | 3,200 |
| Uruguay..... | 1,000 | 1,500 | 1,000 | 1,000 | 300 |
| Austria-Hungary..... | 24,000 | 25,000 | 26,400 | 21,200 | 24,000 |
| Roumania..... | 12,700 | 13,900 | 10,300 | 13,700 | 12,500 |
| Bulgaria..... | 3,900 | 5,300 | 3,500 | 4,000 | 3,300 |
| Servia..... | 2,500 | 2,700 | 2,600 | 2,000 | 2,750 |
| Russia..... | 7,500 | 8,500 | 9,300 | 9,500 | 11,900 |
| Egypt..... | 7,000 | 6,700 | 8,100 | 7,900 | 5,500 |
| Italy..... | 11,900 | 12,600 | 10,800 | 10,900 | 11,400 |
| Mexico..... | b8,000 | b8,000 | 10,500 | 17,000 | 21,580 |
| Spain..... | 3,300 | 2,900 | 2,900 | 3,350 | 3,200 |
| TOTAL..... | 452,100 | 427,000 | 477,100 | 418,502 | 437,081 |

(a) Revised to Census Basis.

(b) Estimated.

(c) This is the reduced official estimate after allowing for weather damage at harvest, but probably the loss was greater than estimated by the officials.

(d) The Argentine figure, 34,000,000, is our estimate of the likely yield of the growing crops.

THE OATS CROP OF THE WORLD.

(In Quarters of 304 Pounds, 000 Omitted).

| | 1914 | 1913 | 1912 | 1911 | 1910 |
|----------------------|----------------|----------------|----------------|----------------|----------------|
| Argentina..... | 11,000 | 5,400 | a12,200 | 6,400 | 4,900 |
| Algeria..... | 1,100 | 1,500 | 1,800 | 1,400 | 1,200 |
| Austria-Hungary..... | 28,500 | 30,000 | 27,100 | 27,300 | 22,700 |
| Belgium..... | 5,200 | 5,100 | 3,700 | 4,400 | 4,000 |
| Bulgaria..... | 1,400 | 1,500 | 1,800 | 1,500 | 1,200 |
| Canada..... | 31,100 | 40,500 | 38,000 | 36,600 | 34,000 |
| Denmark..... | 4,800 | 6,000 | 5,600 | 5,300 | 4,900 |
| France..... | 35,000 | 37,600 | 37,000 | 36,900 | 34,900 |
| Germany..... | 70,000 | 70,500 | 61,800 | 55,700 | 57,300 |
| Holland..... | 2,100 | 2,200 | 1,600 | 1,900 | 2,400 |
| Italy..... | 2,700 | 4,600 | 1,900 | 4,500 | 3,000 |
| Roumania..... | 2,500 | 3,900 | 2,400 | 2,900 | 3,600 |
| Russia (b)..... | 103,600 | 128,000 | 112,400 | 90,500 | 110,000 |
| Sweden..... | 7,600 | 10,500 | 8,500 | 7,900 | 9,400 |
| U. K..... | 20,000 | 21,200 | 19,600 | 20,500 | 21,900 |
| U. S. A..... | 113,700 | 112,200 | 149,300 | 97,100 | 124,900 |
| Spain..... | 3,200 | 2,700 | 2,400 | 3,600 | 3,200 |
| Norway..... | 1,100 | 1,400 | 1,200 | 1,100 | 1,100 |
| TOTAL..... | 444,600 | 484,800 | 488,000 | 405,500 | 444,600 |
| Australia..... | Poor | 1,800 | 1,200 | 1,200 | 1,940 |
| New Zealand..... | Favorable | 1,900 | 1,700 | 2,400 | 1,200 |

(a) A large over-estimate.

(b) 72 Governments.

DRESSED BEEF.

By PHILIP H. HALE, Editor National Farmer and Stock Grower, St. Louis, Mo.

The report of the dressed beef trade of St. Louis for the year 1914 is entirely favorable by comparison with other centers. A well defined shortage in cattle was shown as the principal characteristic of the year, and the decrease in the general marketing of beef cattle amounted to more than a million head compared to former full years. The change, so far as the St. Louis market was concerned, was small. The St. Louis interests were prosperous to an important degree in the face of the general inactivity.

The slaughter of dressed beef cattle at St. Louis and East St. Louis in the year 1914 amounted to 659,247 head, against 638,726 head slaughtered during the previous year, and 777,131 head during the year 1912. A six year average, including the best years of the trade, is 719,547 head of grown cattle slaughtered each year at St. Louis and East St. Louis for dressed beef purposes. The calf trade of 1914 shows a loss of sufficient importance to mention. In the year 1914 the slaughter of calves amounted to 106,394 head, against 152,405 head 1913 and 118,111 head in 1912. The average slaughter of calves for six years is 120,061 head. Packing houses did not run at their full capacity by about one-third in 1914, because the market could not provide supplies commensurate with the demand.

The outbound trade in dressed beef shipped from St. Louis and East St. Louis in the year 1914 shows an increase in total, because the smaller number of calves available was offset by a larger number of cattle, and the gain in weight is shown by shipping 338,453,300 pounds of dressed beef in 1914, as compared with 301,675,800 pounds during the previous year, and under the circumstance a gain of 36,777,500 pounds in outward shipments is highly creditable to our packers and the market. There is also considerable local dressed beef consumed in St. Louis.

Some dressed beef arrives from other packing centers and is consumed at St. Louis, and amounted to 101,842,620 pounds in the year 1914, against 91,705,870 pounds received in 1913, and 225,711,400 pounds in 1909 the year of the largest importations.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

| Year. | Cattle slaughtered, head. | Calves slaughtered, head. | Dressed Beef shipped, pounds. | Dressed Beef received, pounds. |
|-----------|---------------------------------|---------------------------------|-------------------------------------|--------------------------------------|
| 1914..... | 659,247 | 106,394 | 338,453,300 | 101,842,620 |
| 1913..... | 638,726 | 152,405 | 301,675,800 | 91,705,870 |
| 1912..... | 777,131 | 118,111 | 423,560,060 | 115,763,400 |
| 1911..... | 675,090 | 104,137 | 474,970,300 | 137,680,900 |
| 1910..... | 764,871 | 98,721 | 474,432,400 | 153,380,300 |
| 1909..... | 802,219 | 140,600 | 551,875,200 | 225,711,400 |
| 1908..... | 762,005 | 94,605 | 397,284,100 | 152,263,100 |
| 1907..... | 760,005 | 83,500 | 279,859,760 | 158,061,000 |
| 1906..... | 756,726 | 127,252 | 363,120,020 | 149,865,800 |
| 1905..... | 752,706 | 105,721 | 438,163,900 | 189,742,400 |
| 1904..... | 750,967 | 85,929 | 492,337,280 | 216,614,800 |
| 1903..... | 739,879 | 125,736 | 373,340,225 | 65,813,800 |
| 1902..... | 683,627 | 103,893 | 318,687,455 | 31,968,300 |
| 1901..... | 607,788 | 60,774 | 343,443,030 | 110,707,300 |
| 1900..... | 484,564 | 50,116 | 293,807,310 | 35,480,100 |
| 1899..... | 455,604 | 45,913 | 290,470,460 | 44,983,680 |
| 1898..... | 459,051 | 49,794 | 277,755,720 | 48,285,550 |
| 1897..... | 482,528 | 47,890 | 259,002,550 | 20,889,600 |
| 1896..... | 540,230 | 58,330 | 248,746,200 | 17,847,900 |
| 1895..... | 450,306 | 40,323 | 233,966,600 | 42,896,270 |

RECEIPTS OF DRESSED BEEF IN POUNDS.

| | 1913. | 1914. |
|--|------------|-------------|
| Toledo, St. Louis & Western R. R..... | ..... | 827,400 |
| Vandalia R. R..... | ..... | 72,900 |
| Baltimore & Ohio Southwestern R. R..... | 100 | ..... |
| Louisville & Nashville R. R..... | 800 | ..... |
| San Francisco R. R..... | 25,137,170 | 20,474,000 |
| Chicago & Alton R. R. (Mo. Div.)..... | 2,394,900 | 17,370,900 |
| Missouri Pacific R. R..... | 84,900 | 75,040 |
| Chicago, Rock Island & Pacific Ry..... | 184,000 | 381,500 |
| Wabash R. R. (West)..... | 21,161,500 | 16,207,200 |
| Missouri, Kansas & Texas R. R..... | 30,313,800 | 13,039,400 |
| St. Louis, Iron Mountain & Southern Ry..... | 267,600 | 749,500 |
| Chicago & Alton R. R..... | 1,585,700 | 8,305,800 |
| Chicago & Eastern Illinois R. R..... | 26,300 | 15,380 |
| Chicago, Burlington & Quincy R. R. (West)..... | 34,300 | ..... |
| Chicago, Burlington & Quincy R. R. (East)..... | 54,500 | ..... |
| C., C., C. & St. L R. R..... | 1,200 | ..... |
| Iron Mountain & Southern R. R. (Illinois Div.).. | 10,187,800 | 23,240,300 |
| Wabash R. R. (East)..... | 270,900 | 1,088,300 |
| River..... | 1,200 | ..... |
| Total pounds..... | 91,705,870 | 101,842,620 |

SHIPMENTS OF DRESSED BEEF IN POUNDS.

| | 1913. | 1914. |
|---|-------------|-------------|
| Chicago, Burlington & Quincy R. R. (West).... | 1,500 | ..... |
| Illinois Traction System..... | 136,500 | 82,000 |
| St. Louis Southwestern..... | 27,500 | ..... |
| Chicago & Eastern Illinois R. R..... | 307,500 | 3,311,800 |
| Chicago & Alton R. R. (Mo. Div.)..... | 116,800 | 2,962,600 |
| Missouri Pacific R. R..... | 1,250,200 | 668,000 |
| St. Louis & San Francisco R. R..... | 414,100 | ..... |
| St. Louis, Iron Mountain & Southern Ry..... | 97,000 | 251,400 |
| Chicago, Rock Island & Pacific R. R..... | 162,800 | 169,700 |
| Missouri, Kansas & Texas R. R..... | 126,800 | 139,000 |
| St. Louis, Iron Mountain & South. Ry. (Ill. Div.) | 257,800 | 82,500 |
| Illinois Central R. R..... | 40,106,400 | 19,422,900 |
| Louisville, Henderson & St. Louis R. R..... | 6,620,600 | 6,091,600 |
| Louisville & Nashville R. R..... | 10,000,400 | 10,997,200 |
| Mobile & Ohio R. R..... | 8,627,800 | 5,162,600 |
| Southern Ry. Co..... | 6,194,700 | 3,562,200 |
| Baltimore & Ohio Southwestern R. R..... | 14,232,900 | 5,890,000 |
| Chicago & Alton R. R..... | 37,526,500 | 52,821,000 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R.. | 72,346,500 | 59,150,100 |
| Vandalia R. R..... | 53,959,000 | 42,767,400 |
| Wabash R. R. (East)..... | 23,431,500 | 66,678,400 |
| Toledo, St. Louis & Western Ry..... | 20,712,400 | 58,227,800 |
| Chicago, Burlington & Quincy R. R. (East)..... | 20,300 | ..... |
| Upper Mississippi River..... | ..... | 28,600 |
| Lower " "..... | ..... | ..... |
| Illinois " "..... | ..... | 2,000 |
| Total pounds..... | 301,675,800 | 338,453,300 |

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled in St. Louis and East St. Louis during the past year was 51,881,350 pounds as compared with 597,988,200 pounds in 1913.

The receipts of hogs were 2,871,558 head as compared with 3,102,421 the previous year.

The packing on both sides of the river for the winter season of 1913-14 was 720,368 head, and for the twelve months, ending March 1st, 1914, 2,071,538 head. The summer's packing of 1914 was 1,131,259 head, as compared with 1,351,170 in the summer of 1913.

The movement in this market during the past four years compares as follows:

| | 1911. | 1912. | 1913. | 1914. |
|-----------------------|-------------|-------------|-------------|-------------|
| Received, pounds..... | 162,378,500 | 181,487,700 | 150,944,680 | 94,077,050 |
| Shipped, pounds | 529,222,400 | 451,963,870 | 447,943,870 | 357,804,300 |
| Totals, pounds | 691,600,900 | 583,451,570 | 597,988,200 | 451,881,350 |

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds third place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

| | 1913-14. | 1912-13. | 1910-12. | 1909-11. |
|---------------------------|------------|------------|------------|------------|
| Chicago..... | 6,154,932 | 7,816,625 | 6,294,251 | 4,820,899 |
| Kansas City..... | 2,758,400 | 2,658,653 | 3,650,595 | 2,292,141 |
| Omaha..... | 2,178,811 | 2,352,727 | 2,418,964 | 1,674,190 |
| St. Louis..... | 2,071,538 | 2,102,329 | 2,691,388 | 1,896,076 |
| St. Joseph..... | 1,784,208 | 1,663,542 | 1,977,643 | 1,281,218 |
| Indianapolis..... | 1,412,649 | 1,304,958 | 1,591,942 | 1,135,796 |
| Milwaukee and Cudahy..... | 1,074,945 | 987,275 | 1,291,135 | 858,714 |
| Sioux City | 1,059,558 | 1,105,460 | 1,139,884 | 874,444 |
| Cincinnati..... | 520,520 | 510,022 | 668,629 | 505,717 |
| St. Paul..... | 1,063,858 | 784,549 | 789,003 | 698,165 |
| Cedar Rapids..... | 500,191 | 468,364 | 481,103 | 390,970 |
| Cleveland..... | 762,183 | 711,033 | 866,164 | 616,783 |
| Louisville..... | 144,248 | 159,017 | 194,396 | 124,171 |
| Ottumwa | 582,532 | 492,170 | 586,621 | 399,580 |
| Nebraska City..... | 121,309 | 41,962 | 114,783 | 85,856 |
| Wichita | 465,562 | 313,795 | 529,126 | 507,637 |
| Detroit..... | 814,278 | 653,606 | 640,354 | 449,352 |
| Fort Worth..... | 424,189 | 387,872 | 465,835 | 465,511 |
| Nineteen places..... | 23,894,159 | 24,413,979 | 26,401,816 | 19,077,719 |
| All other..... | 3,727,402 | 1,169,855 | 3,518,882 | 2,677,847 |
| Aggregate..... | 27,621,561 | 25,583,834 | 29,918,498 | 21,755,666 |

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1914.**

| 1914. Month. | RECEIPTS. | | | | | SHIPMENTS. | | | | |
|-----------------|-----------|-----------|---------|-------------------------|--------|------------|---------|--------|-------------------------|--------|
| | Cattle. | Hogs. | Sheep. | Horses and Mules. | Cars. | Cattle. | Hogs. | Sheep. | Horses and Mules. | Cars. |
| January .. | 67,651 | 291,841 | 62,072 | 26,856 | 6,637 | 18,461 | 185,919 | 2,222 | 25,163 | 2,494 |
| February .. | 50,199 | 265,284 | 46,705 | 16,604 | 5,651 | 13,716 | 132,744 | 1,499 | 25,491 | 2,028 |
| March | 49,864 | 224,181 | 42,557 | 14,234 | 5,096 | 14,060 | 101,343 | 2,179 | 13,619 | 1,777 |
| April | 46,106 | 197,312 | 48,200 | 11,281 | 4,529 | 13,633 | 85,632 | 1,481 | 11,460 | 1,549 |
| May | 57,422 | 208,748 | 74,150 | 9,241 | 5,163 | 19,225 | 73,817 | 3,893 | 8,099 | 1,493 |
| June | 95,242 | 195,584 | 141,073 | 6,277 | 6,731 | 34,333 | 41,711 | 10,355 | 6,434 | 1,763 |
| July | 97,246 | 150,557 | 92,670 | 8,532 | 5,842 | 33,345 | 49,082 | 5,519 | 8,459 | 1,752 |
| August | 105,797 | 163,180 | 60,477 | 3,934 | 5,960 | 33,770 | 53,488 | 6,397 | 3,561 | 1,593 |
| September .. | 139,518 | 208,583 | 52,777 | 9,818 | 7,389 | 45,906 | 96,715 | 5,791 | 7,356 | 2,444 |
| October | 139,502 | 236,982 | 49,414 | 14,466 | 7,643 | 50,937 | 105,073 | 4,151 | 9,808 | 2,614 |
| November .. | 90,309 | 187,206 | 39,329 | 17,574 | 5,396 | 10,775 | 20,874 | 957 | 15,309 | 1,160 |
| December .. | 102,101 | 229,567 | 39,869 | 14,311 | 6,318 | 13,305 | 92,903 | ..... | 17,426 | 1,760 |
| Totals.. | 1,040,957 | 2,558,825 | 749,293 | 148,128 | 72,355 | 306,465 | 989,301 | 44,444 | 147,135 | 22,427 |

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT INDEPENDENT STOCK
YARDS FOR THE YEAR 1914.**

| 1914. Month. | RECEIPTS. | | | | | SHIPMENTS. | | | | |
|-----------------|-----------|---------|---------|-------------------------|-------|------------|---------|---------|-------------------------|-------|
| | Cattle. | Hogs. | Sheep. | Horses and Mules. | Cars. | Cattle. | Hogs. | Sheep | Horses and Mules. | Cars. |
| January .. | 625 | 26,849 | 24,922 | 867 | 426 | 514 | 3,338 | 23,859 | 827 | 177 |
| February .. | 802 | 26,230 | 12,177 | 260 | 869 | 384 | 5,109 | 18,050 | 247 | 152 |
| March | 1,668 | 32,941 | 33,987 | 505 | 454 | 818 | 5,969 | 22,910 | 369 | 205 |
| April | 625 | 23,120 | 24,067 | 123 | 278 | 738 | 4,982 | 29,497 | 104 | 250 |
| May | 1,432 | 24,554 | 8,035 | 91 | 199 | 815 | 6,305 | 10,397 | 51 | 140 |
| June | 1,861 | 29,598 | 8,896 | 150 | 224 | 1,475 | 6,659 | 2,573 | 110 | 145 |
| July | 1,826 | 15,681 | 2,717 | 40 | 166 | 943 | 2,545 | 2,548 | 28 | 98 |
| August | 1,869 | 18,801 | 2,222 | 61 | 189 | 926 | 5,924 | 1,654 | 36 | 118 |
| September .. | 1,861 | 26,589 | 8,315 | 339 | 249 | 857 | 1,408 | 8,815 | 366 | 124 |
| October | 1,190 | 25,916 | 10,169 | 1847 | 889 | 967 | 4,137 | 9,914 | 667 | 159 |
| November .. | 9,497 | 124,752 | 8,183 | 624 | 1,606 | 6,102 | 99,766 | 8,356 | 1,387 | 1203 |
| December .. | 2,429 | 41,812 | 4,749 | 76 | 499 | 1,951 | 11,441 | 4,464 | 72 | 236 |
| Totals.. | 25,675 | 417,188 | 187,929 | 4,003 | 4,996 | 16,498 | 157,583 | 133,061 | 3,762 | 2,998 |

WEEKLY PRICES OF LIVE STOCK FOR 1914.

From Daily National Live Stock Reporter.

| Week Ending. | CATTLE. | | HOGS. | | SHEEP. | |
|------------------|---------------------|-----------------------|--------|---------------|-------------|-------------|
| | Best Native Steers. | Best Southern Steers. | Top. | Bulk. | Best Lambs. | Best Sheep. |
| January 8..... | \$8 90 | \$7 50 | \$8 80 | \$7 75 @ 8 26 | \$8 15 | \$5 35 |
| 10..... | 9 00 | 7 50 | 8 45 | 7 95 8 85 | 8 50 | 5 50 |
| 17..... | 9 50 | 8 10 | 8 47½ | 8 00 8 40 | 8 40 | 5 85 |
| 25..... | 9 25 | 7 70 | 8 60 | 8 25 8 45 | 8 20 | 5 50 |
| 31..... | ..... | 8 10 | 8 65 | 8 20 8 55 | 8 25 | 5 50 |
| February 7..... | 9 10 | 7 35 | 8 52½ | 8 30 8 70 | 7 75 | 5 25 |
| 14..... | 9 25 | 7 85 | 9 00 | 8 50 8 90 | 7 85 | 5 50 |
| 21..... | 9 00 | 8 00 | 8 95 | 8 60 8 90 | 7 85 | 5 60 |
| 28..... | 9 15 | 8 25 | 8 95 | 8 60 8 85 | 8 25 | 6 45 |
| March 7..... | 9 15 | 7 65 | 8 82½ | 8 40 8 70 | 7 80 | 6 20 |
| 14..... | 9 10 | 7 85 | 9 00 | 8 65 8 90 | 8 00 | 6 40 |
| 21..... | 9 25 | 7 65 | 9 00 | 8 65 8 95 | 7 90 | 6 25 |
| 28..... | 8 65 | 7 60 | 8 97½ | 8 60 8 90 | 8 00 | 6 25 |
| April 4..... | 8 75 | ..... | 8 95 | 8 60 8 90 | 9 00 | 6 50 |
| 11..... | 8 75 | 8 10 | 9 00 | 8 75 8 95 | 8 40 | 6 50 |
| 18..... | 9 25 | 8 40 | 9 00 | 8 60 8 95 | 8 50 | 6 50 |
| 25..... | 8 90 | 8 15 | 8 85 | 8 40 8 60 | 12 00 | 6 50 |
| May 2..... | 9 15 | ..... | 8 80 | 8 25 8 75 | 10 00 | 6 10 |
| 9..... | 9 25 | 8 00 | 8 75 | 8 45 8 70 | 9 50 | 6 25 |
| 16..... | 9 05 | 7 80 | 8 60 | 8 35 8 45 | 9 75 | 6 00 |
| 23..... | 9 00 | 7 85 | 8 62½ | 8 35 8 55 | 9 90 | 5 75 |
| 30..... | 9 00 | 8 35 | 8 45 | 8 10 8 40 | 9 50 | 5 50 |
| June 6..... | 8 75 | 8 30 | 8 40 | 8 05 8 35 | 9 75 | 5 00 |
| 13..... | 8 90 | ..... | 8 50 | 7 90 8 25 | 9 75 | 5 00 |
| 20..... | 9 20 | 8 80 | 8 80 | 7 90 8 25 | 9 55 | 5 00 |
| 27..... | 9 25 | 8 40 | 8 47½ | 8 20 8 40 | 9 35 | 5 00 |
| July 4..... | 9 30 | 8 20 | 8 55 | 8 35 8 50 | 9 00 | 5 30 |
| 11..... | 9 75 | 8 40 | 8 55 | 8 35 8 50 | 9 25 | 4 75 |
| 18..... | 9 85 | 8 50 | 8 92½ | 8 50 8 85 | 8 40 | 4 75 |
| 25..... | 10 00 | 8 15 | 9 22½ | 8 85 9 25 | 8 00 | 4 50 |
| August 1..... | 9 80 | 8 50 | 9 22½ | 8 25 9 15 | 8 00 | 4 50 |
| 8..... | 9 90 | ..... | 9 30 | 8 85 9 20 | 8 25 | 4 50 |
| 15..... | 10 10 | ..... | 9 90 | 8 10 9 85 | 8 65 | 5 25 |
| 22..... | 10 40 | ..... | 10 00 | 9 80 9 60 | 8 60 | 5 25 |
| 29..... | 10 50 | ..... | 9 60 | 9 15 9 50 | 8 15 | 5 25 |
| September 5..... | 10 15 | ..... | 9 45 | 9 10 9 35 | 8 00 | 5 00 |
| 12..... | 10 85 | ..... | 9 60 | 9 10 9 35 | 8 10 | 5 10 |
| 19..... | 10 75 | ..... | 9 85 | 8 90 9 27 | 7 05 | 5 50 |
| 26..... | 10 85 | ..... | 9 40 | 8 90 9 30 | 7 65 | 5 50 |
| October 3..... | 10 50 | ..... | 9 35 | 8 50 9 25 | 8 00 | 5 00 |
| 10..... | 10 85 | ..... | 9 00 | 8 25 8 90 | 7 95 | 5 00 |
| 17..... | 10 00 | ..... | 8 75 | 7 90 8 70 | 8 00 | 5 50 |
| 24..... | 10 85 | ..... | 8 30 | 7 40 8 20 | 8 00 | 5 25 |
| 31..... | 10 40 | ..... | 7 70 | 7 10 7 60 | 8 25 | 5 40 |
| November 7..... | 10 50 | ..... | 7 75 | 7 25 7 70 | 9 25 | 5 35 |
| 14..... | 10 50 | ..... | 8 00 | 7 70 7 95 | 9 25 | ..... |
| 21..... | 10 50 | ..... | 7 90 | 7 10 7 75 | 9 25 | 5 75 |
| 28..... | 10 00 | ..... | 7 90 | 7 50 7 70 | 9 25 | 5 50 |
| December 5..... | 9 50 | ..... | 7 60 | 6 90 7 40 | 9 25 | 5 50 |
| 12..... | 11 00 | ..... | 7 65 | 7 15 7 50 | 8 70 | 5 50 |
| 19..... | 11 10 | ..... | 7 40 | 7 15 7 80 | 8 35 | 5 50 |
| 26..... | 8 65 | ..... | 7 40 | 7 00 7 80 | 8 40 | 5 25 |

*Market closed 3 days on account of quarantine

HAY.

By D. W. CLIFTON, Secretary Hay Committee.

The Hay trade of 1914 has been very satisfactory to our Receivers, who have, owing to the high prices prevailing during the entire year, been enabled to draw a large amount of Hay from territory that formerly did not look to St. Louis for a market. While our local consumption has fallen below former years, this can be accounted for by the unsettled conditions of trade in general, and the increase in the use of Motor Trucks.

Good Timothy has been scarce the entire year. This was due to an almost complete failure of the Hay Crop in the territory tributary to our market, and from which we receive our best grades of Timothy.

Hay prices have ruled higher during the entire year, in fact, higher than any other market, with the exception of two or three Eastern Markets. This fact enabled our Receivers to draw large quantities of Hay from distant points, where heretofore the high rate of freight was prohibitory.

Our receipts of Alfalfa have largely increased over any previous year, and the demand for it has also steadily increased, especially this year, owing, in part, to scarcity of Clover.

Our receipts show an increase of 41,255 tons over 1913, while our shipments show an increase of 53,470 tons over 1913. This heavy increase in shipments can be accounted for by the fact that nearby territory in Missouri and Illinois had no hay, in fact, no forage of any kind, and the farmers have been liberal buyers, which has increased our shipments, and given the handlers of Hay a good year's business. As a whole, the year's business has been a very satisfactory one to all engaged in it.

Our local consumption shows a decrease of 11,975 tons. Our total receipts were 291,780 tons, while our shipments were 177,630 tons.

RECEIPTS AND SHIPMENTS OF HAY DURING 1913 AND 1914.

| BY | HAY. Receipts, 1914. | | HAY. Shipments 1914. | HAY. Receipts, 1913. | | HAY. Shipments 1913. |
|---------------------------------------|-------------------------|----------------|----------------------------|-------------------------|----------------|----------------------------|
| | Local Tons. | Thro' Tons. | | Local Tons. | Thro' Tons. | |
| Chicago & Alton R. R., Mo. Div.. | 3,405 | 10,030 | 55 | 7,185 | 8,395 | 30 |
| Missouri Pacific R. R..... | 20,145 | 12,750 | 8,945 | 20,020 | 4,535 | 5,810 |
| St. L. & San Francisco R. R..... | 2,290 | 2,070 | 11,910 | 2,290 | 3,810 | 4,685 |
| Wabash R. R. (West) | 12,780 | 26,135 | 6,015 | 16,120 | 12,575 | 3,570 |
| Chicago, Rock Island & Pacific.. | 2,420 | 1,660 | 305 | 1,845 | 350 | 375 |
| Mo., Kansas & Texas R. R..... | 4,355 | 4,055 | 535 | 6,680 | 325 | 130 |
| St. Louis Southwestern R. R..... | 60 | 280 | 1,365 | 2,030 | 1,335 | 315 |
| St. L., Iron M't'n & S'th'n R.R.... | 525 | 1,820 | 19,870 | 225 | 35 | 9,860 |
| St. L., I. M. & S. Ry. (Ill. Div.) .. | 85 | 40 | 5,710 | 445 | 70 | 3,355 |
| Illinois Central R. R..... | 20,655 | 265 | 34,915 | 5,255 | 265 | 32,985 |
| L'ville, Henderson & St. L.R. R. | ..... | ..... | 2,215 | ..... | ..... | 1,905 |
| Louisville & Nashville R. R..... | 15 | 10 | 11,020 | 45 | ..... | 12,950 |
| Mobile & Ohio R. R..... | 485 | ..... | 15,085 | 95 | 20 | 13,855 |
| Southern Railway Co..... | 145 | 65 | 8,695 | 125 | 225 | 6,920 |
| Baltimore & Ohio S.-W. R. R..... | 2,200 | ..... | 6,955 | 2,690 | 70 | 3,640 |
| Chicago & Alton R. R..... | 26,550 | 2,325 | 3,230 | 6,440 | 3,705 | 2,510 |
| Cleveland, Cin., Chi. & St. L. R.R. | 7,290 | 40 | 8,680 | 6,340 | 30 | 7,505 |
| Vandalia R. R..... | 6,640 | 420 | 18,615 | 4,590 | 2,350 | 5,815 |
| Wabash R. R. (East)..... | 10,555 | 2,980 | 6,045 | 15,940 | 3,275 | 4,805 |
| Tol., St. Louis & Western R. R.... | 3,275 | 1,580 | 2,885 | 4,235 | 4,710 | 585 |
| Chicago, Peoria & St. Louis R. R. | 15,965 | 515 | 655 | 4,020 | 355 | 330 |
| Chi., Burl. & Quincy R. R. (East). | 3,705 | 14,950 | ..... | 6,365 | 10,065 | ..... |
| Chi., Burl. & Quincy R. R. (West) | 56,505 | 3,540 | ..... | 73,045 | 4,770 | ..... |
| Chicago & Eastern Illinois | 470 | 5,645 | 1,910 | 1,205 | 1,715 | 1,080 |
| St. Louis, Troy & Eastern Ry..... | 45 | 30 | 230 | 50 | ..... | ..... |
| Illinois Traction System..... | 10 | ..... | ..... | 195 | ..... | ..... |
| Litchfield & Madison Ry..... | ..... | ..... | 205 | ..... | ..... | 30 |
| Upper Mississippi River..... | ..... | ..... | 385 | 25 | ..... | 70 |
| Lower Mississippi River..... | ..... | ..... | 180 | 30 | ..... | 265 |
| Illinois River..... | ..... | ..... | 375 | ..... | ..... | 40 |
| Missouri River..... | ..... | ..... | ..... | 10 | ..... | ..... |
| Ohio, Cumb. and Tenn. Rivers... | ..... | ..... | 40 | ..... | ..... | 140 |
| Total, tons..... | 200,575 | 91,205 | 177,030 | 187,540 | 62,985 | 123,560 |

MONTHLY RANGE OF PRICES OF HAY DURING 1914.

| MONTHS. | No. 1 Alfalfa, per ton. | No. 1 Timothy, per ton. | No. 1 Prairie, per ton. |
|----------------|----------------------------|----------------------------|----------------------------|
| January..... | \$15.50 @ 19.00 | \$15.00 @ 20.50 | \$15.00 @ 19.50 |
| February..... | 16.00 19.00 | 16.00 21.00 | 12.50 19.00 |
| March..... | 15.00 19.00 | 16.50 22.00 | 14.00 22.00 |
| April..... | 16.50 20.00 | 19.00 23.00 | 16.50 22.00 |
| May..... | 17.00 20.00 | 18.50 22.50 | 15.00 21.50 |
| June..... | 14.00 19.50 | 17.50 22.50 | 15.00 21.50 |
| July..... | 14.00 18.50 | 16.00 22.50 | 14.00 17.50 |
| August..... | 16.00 18.50 | 16.00 22.50 | 12.50 16.00 |
| September..... | 14.00 18.00 | 17.00 20.50 | 12.00 16.00 |
| October..... | 13.50 17.00 | 17.00 20.50 | 13.50 16.00 |
| November..... | 15.00 18.50 | 16.00 21.00 | 13.50 16.50 |
| December..... | 14.00 17.50 | 17.00 20.00 | 13.00 15.50 |

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

| YEAR. | RECEIPTS. | SHIPMENTS. |
|-----------|-----------|------------|
| | Tons. | Tons. |
| 1914..... | 291,790 | 177,080 |
| 1913..... | 250,525 | 128,560 |
| 1912..... | 246,448 | 182,125 |
| 1911..... | 258,872 | 128,690 |
| 1910..... | 242,481 | 87,455 |
| 1909..... | 188,565 | 66,015 |
| 1908..... | 238,606 | 109,255 |
| 1907..... | 290,645 | 149,042 |
| 1906..... | 242,980 | 101,888 |
| 1905..... | 246,945 | 90,180 |
| 1904..... | 269,660 | 119,984 |
| 1903..... | 298,246 | 114,441 |
| 1902..... | 218,224 | 89,028 |
| 1901..... | 251,182 | 117,557 |
| 1900..... | 234,256 | 120,777 |
| 1899..... | 175,820 | 64,333 |
| 1898..... | 160,850 | 46,488 |
| 1897..... | 178,516 | 64,067 |
| 1896..... | 230,852 | 107,980 |
| 1895..... | 195,882 | 69,046 |
| 1894..... | 159,969 | 41,238 |

Receipts of Hay during 1911, 1912, 1913 and 1914 at the principal primary markets, were as follows:

| | Tons. 1911. | Tons. 1912. | Tons. 1913. | Tons. 1914. |
|-------------------|----------------|----------------|----------------|----------------|
| St. Louis..... | 258,872 | 246,448 | 250,525 | 291,790 |
| Cincinnati..... | 155,195 | 151,288 | 218,897 | 289,727 |
| Indianapolis..... | 16,260 | 85,860 | 1,626 | 2,199 |
| Cleveland..... | 58,191 | 58,818 | 54,989 | 50,270 |
| Chicago..... | 288,979 | 342,617 | 289,048 | 378,105 |
| Kansas City..... | 278,968 | 364,464 | 303,132 | 316,092 |
| Peoria..... | 87,934 | 88,880 | 40,671 | 43,788 |
| Minneapolis..... | 58,890 | 59,550 | 37,870 | 41,710 |
| Milwaukee..... | 48,806 | 47,289 | 89,415 | 42,824 |

TOBACCO.

MANUFACTURED.

As a tobacco manufacturing center St. Louis is still the premier market, not only of the United States but of the world. During the year ending December 31st, 1913, the First Missouri District, or St. Louis District, the total production footed 76,022,676 pounds, as contrasted with 73,089,871 pounds in 1912 and 71,381,336 pounds in 1911. Of the total output 66,252,079 pounds were plug tobacco. The brands made by local factories are to be found in all parts of the world. Aside from the enormous quantities produced here St. Louis also jobs many millions pounds received from other places.

The manufacturing of cigars and cigarettes is likewise an item to be reckoned with. The output of cigars for the corresponding period amounted to 44,880,054, while the total sale by local concerns approximated upward of 500,000,000. The estimated value of business done in a twelve months period is more than \$50,000,000.

Reports of the Commissioner of Internal Revenue give the total production of chewing and smoking tobacco and snuff in 1913 at 443,874,569 pounds, as compared with 435,479,949 pounds in 1912. The First Missouri District produced 76,022,676 pounds, or more than 17% of the total output.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1913,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

| STATE AND DISTRICT. | Lbs. Twist and other forms. | Pounds Plug. | Pounds Fine Cut. | Pounds Smoking. | Pounds Snuff. | Total Pounds, 1913. | Total Pounds, 1912. |
|---------------------|-----------------------------|--------------|------------------|-----------------|---------------|---------------------|---------------------|
| Missouri....1st | 7,792,205 | 66,252,079 | ..... | 1,975,565 | 2,827 | 76,022,676 | 73,089,871 |
| Kentucky...5th | 884,576 | 13,828,428 | 234 | 16,718,511 | ..... | 31,431,744 | 30,136,683 |
| N. Carolina...4th | ..... | 12,574 | ..... | 30,320,716 | ..... | 30,333,290 | 34,710,525 |
| N. Carolina...5th | 26,090 | 49,986,157 | ..... | 23,983,746 | ..... | 78,966,933 | 61,835,494 |
| Virginia....2nd | 49,845 | 6,580,802 | ..... | 10,447,618 | ..... | 17,028,265 | 19,437,692 |
| Virginia....6th | 51,142 | 2,578,007 | ..... | 109,971 | ..... | 2,739,120 | 3,253,847 |
| New Jersey...5th | ..... | 8,977,399 | 3,470,104 | 20,805,369 | 8,538,037 | 41,790,909 | 43,585,827 |
| Michigan....1st | 71,940 | 6,282,718 | 1,901,370 | 19,414,067 | 100,478 | 27,770,573 | 25,607,258 |
| Maryland.... | ..... | ..... | ..... | 10,333,178 | 2,090,461 | 12,423,639 | 14,339,880 |
| Ohio.....1st | 266,657 | 8,506,375 | ..... | 22,739,051 | 15 | 31,512,098 | 32,729,165 |
| Illinois....1st | 6,913 | 23,284 | 4,028,418 | 15,862,394 | 5,520,073 | 25,441,082 | 25,102,120 |
| Other Districts | 5,744,421 | 1,860,692 | 1,534,400 | 48,069,502 | 16,646,165 | 73,385,180 | 71,621,557 |
| Total 1913 ... | 14,893,789 | 164,338,510 | 10,934,526 | 220,809,688 | 32,898,056 | 443,874,569 | 435,479,949 |
| Total 1912 ... | 15,531,133 | 160,248,195 | 11,006,561 | 217,330,409 | 31,363,651 | 435,479,949 | 424,080,565 |
| Total 1911 ... | 13,845,761 | 160,896,589 | 11,027 | 986,209,867 | 475 | 28,943,734 | 424,080,565 |
| Total 1910 ... | 14,5800,22 | 174,352,625 | 12,857 | 930,214,056 | 402 | 31,445,175 | 447,292,157 |
| Total 1909 ... | 14,625,975 | 173,418,223 | 12,481 | 100,202,374 | 654 | 29,454,968 | 431,354,910 |
| Total 1908 ... | 14,476,730 | 164,712,868 | 12,088,725 | 192,229,890 | 24,085,788 | 407,541,946 | ..... |
| Total 1907 ... | 12,257,022 | 159,745,491 | 12,457,918 | 179,172,512 | 24,175,219 | 387,898,159 | ..... |
| Total 1906 ... | 11,680,674 | 165,069,127 | 12,742,345 | 175,664,091 | 26,115,285 | 391,271,522 | ..... |
| Total 1905 ... | 10,147,709 | 108,805,981 | 11,684,184 | 165,126,285 | 23,471,078 | 307,235,237 | ..... |
| Total 1904 ... | 8,783,211 | 163,379,270 | 12,151,003 | 149,151,690 | 20,221,400 | 353,686,574 | ..... |
| Total 1903 ... | 2,326,369 | 180,224,826 | 11,893,051 | 134,369,183 | 22,689,767 | 351,493,096 | ..... |

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

| YEAR. | Tobacco, manufactur'd pounds. | Amount Tax Paid. |
|---------------------|-------------------------------------|---------------------|
| Calendar 1899 | 66,873,197 | \$8,000,788 62 |
| " 1900 | 79,294,969 | 9,515,895 18 |
| " 1901 | 82,010,863 | 8,885,848 82 |
| " 1902 | 82,593,541 | 6,486,205 24 |
| " 1903 | 80,875,428 | 4,862,525 71 |
| " 1904 | 65,832,529 | 3,949,961 77 |
| " 1905 | 65,001,781 | 4,020,588 60 |
| " 1906 | 71,715,288 | 4,284,969 81 |
| " 1907 | 65,984,081 | 4,161,129 06 |
| " 1908 | 72,759,588 | 4,452,219 28 |
| " 1909 | 74,565,081 | 4,445,783 46 |
| " 1910 | 74,871,724 | 5,135,083 68 |
| " 1911 | 74,852,140 | 5,710,115 79 |
| " 1912 | 71,381,386 | 5,862,407 86 |
| " 1913 | 73,089,871 | 6,048,736 68 |
| " 1914 | 76,022,676 | 5,529,417 94 |

The manufactures of the past five years can be classified as follows:

| | 1914. Pounds. | 1913. Pounds. | 1912. Pounds. | 1911. Pounds. | 1910. Pounds. |
|---------------------------|------------------|------------------|------------------|------------------|------------------|
| Plug Chewing Tobacco..... | 66,252,079 | 62,044,981 | 58,350,251 | 59,859,627 | 59,960,608 |
| Smoking | 1,975,565 | 3,890,747 | 5,974,446 | 7,319,353 | 7,548,042 |
| Twist | 7,792,205 | 7,650,831 | 7,046,139 | 7,668,021 | 7,518,073 |
| Snuff..... | 2,827 | 3,821 | 10,498 | 5,189 | 5,189 |
| Total..... | 76,022,676 | 73,089,871 | 71,881,386 | 74,852,140 | 74,876,864 |

CIGARS MANUFACTURED IN ST. LOUIS.

| YEAR. | Manufac- tured. | Amount of Tax Paid. |
|---------------------|--------------------|------------------------|
| Calendar 1899 | 49,112,000 | 178,808 96 |
| " 1900 | 55,671,715 | 200,418 17 |
| " 1901 | 46,325,000 | 153,872 00 |
| " 1902 | 48,181,634 | 160,458 78 |
| " 1903 | 62,193,000 | 186,679 14 |
| " 1904 | 63,824,510 | 191,473 53 |
| " 1905 | 49,069,302 | 165,564 84 |
| " 1906 | 48,242,221 | 161,036 68 |
| " 1907 | 49,845,000 | 169,219 08 |
| " 1908 | 48,230,820 | 145,006 98 |
| " 1909 | 46,894,800 | 141,112 04 |
| " 1910 | 48,868,550 | 147,966 10 |
| " 1911 | 48,226,029 | 145,285 72 |
| " 1912 | 47,247,191 | 143,163 18 |
| " 1913 | 45,917,551 | 146,035 46 |
| " 1914 | 44,880,054 | 127,975 28 |

TOBACCO, CIGARS AND SNUFF, MANUFACTURED IN ST. LOUIS FOR SIX YEARS.

| | 1914. | 1913. | 1912. | 1911. | 1910 | 1909. |
|-------------------|------------|------------|------------|------------|------------|------------|
| Tobacco, lbs..... | 76,022,676 | 73,089,871 | 71,881,386 | 74,852,140 | 74,871,724 | 74,565,081 |
| Cigars, M..... | 44,880,054 | 45,917,551 | 47,247,191 | 48,226,029 | 48,868,550 | 48,494 |
| Cigarettes, M.... | 10,007 | 1,409 | 1,500 | ..... | ..... | 405 |
| Snuff, lbs | 2,827 | 3,821 | 10,498 | 5,189 | 5,189 | 6,588 |

LEAD AND SPELTER.

By HENRY GREVE, President John Wahl Commission Co.

SPELTER.

Spelter statistics are distinctly favorable. As with lead, large exports of domestic metal are to be noted, and with such beneficial results, that, although the output was larger than ever before, it has apparently all been absorbed, and in addition, a substantial reduction of stocks effected.

The case in favor of spelter so far as the foreign demand is concerned, is stronger than any other metal. The European production of spelter lies almost entirely in the theatres of war, East and West, and must have been demoralized. In any event, it is no longer available to the markets that have heretofore chiefly relied upon it, and which, consequently, must look elsewhere for their supplies. That they are doing so, in increasing quantities, is shown by the following table:

EXPORTS.

(Domestic Metal only, Raw and Manufactured).

| | |
|---------------------|-------------------------|
| First quarter..... | 787,347 lbs. |
| Second Quarter..... | 759,560 lbs. |
| Third Quarter..... | 45,412,765 lbs. |
| Fourth Quarter..... | 69,912,328 lbs. |
| Total..... | 116,872,000 lbs. |

STATISTICS.

(Tons of 2000 Pounds).

| | 1914 | | 1913 | |
|--|---------|----------------|---------|----------------|
| Stock, January 1st..... | 40,659 | | 4,522 | |
| Imports..... | 895 | 41,554 | 6,100 | 10,622 |
| Production: | | | | |
| Domestic..... | 355,436 | | 337,252 | |
| Foreign..... | 4,564 | 360,000 | 9,424 | 346,676 |
| Total Available..... | | 401,554 | | 357,298 |
| Exports: | | | | |
| Domestic..... | 58,486 |  | ..... |  |
| Foreign..... | 4,564 | 63,050 | ..... | 21,179 |
| | | 338,504 | | 336,119 |
| Stock, December 31st..... | | 23,500 | | 40,629 |
| Available for Domestic Consumption, | | 315,004 | | 295,490 |

As was to be expected, prices have fluctuated over a wide range, as follows:

| | F. O. B. East St. Louis. E. & M. J. | | London. G. M. B. | |
|--------------|--|--------|---------------------|----------|
| | 1914 | 1913 | 1914 | 1913 |
| Opening..... | 5.10 c | 7.075c | £21 10 0 | £26 5 0 |
| Highest..... | 5.975c | 7.075c | 28 5 0 | 26 5 0 |
| Lowest..... | 4.50 c | 4.90 c | 21 5 0 | 20 5 0 |
| Closing..... | 5.425c | 5.125c | 28 15 0 | 21 12 6 |
| Average..... | 5.061c | 5.504c | | £22 15 4 |

LEAD.

Despite a very considerable curtailment toward the end of the year, lead production increased 100,000 tons or about 25 per cent. Except for support accorded by large domestic exports, disaster would surely have overtaken the market, and future prices will be more or less dependent on the quantity we can continue to send abroad.

Exports of Domestic Lead for the year has been as follows:

| | |
|---------------------|------------------|
| First Quarter..... | ..... |
| Second Quarter..... | 40,323,662 lbs. |
| Third Quarter..... | 38,345,576 lbs. |
| Fourth Quarter..... | 47,178,762 lbs. |
| Total..... | 125,848,800 lbs. |

or at the rate per annum of 168,000,000 pounds. During the last quarter of the year we were exporting at the rate of 180,000,000 pounds (90,000 tons) per annum.

In addition, the Mexican situation must be considered. Exports from that country have fallen from 10,000 tons monthly to less than 2,500 tons per month. Whether or not this interruption will continue, is of vital importance to the market. We hazard the guess that the Mexican situation is not susceptible to early improvement, and that the foreign will continue to draw on us for large quantities, thereby reducing the amount available for domestic consumption to little if any more than the market was called upon to absorb in 1913.

STATISTICS.

(Tons of 2000 Pounds.)

| | 1914 | | 1913 | |
|-----------------------------------|---------|---------|---------|---------|
| Stock, January 1st, (Imp.)..... | 5,310 | | 10,445 | |
| Imports..... | 26,905 | 32,214 | 57,145 | 67,590 |
| Production Desilverized..... | 312,257 | | 250,578 | |
| Production Soft..... | 199,527 | 511,784 | 161,300 | 411,878 |
| | | 543,998 | | 479,468 |
| Add. Gain Liquidation..... | | 16 |  | ..... |
| | | 544,014 | | 479,468 |
| Export, Foreign..... | 21,193 | | 44,544 | |
| Export, Foreign (Mfgs.)..... | 10,000 | | 9,779 | |
| Export, Domestic..... | 62,924 | 94,117 | ..... | 54,323 |
| Total..... | | 449,897 | | 425,145 |
| Stock, December 31st, (Imp.)..... | | 7,253 | | 5,310 |
| Available Domestic Consumption.. | | 442,644 | | 419,835 |

PRICES.

| | E. & M. J. St. Louis. | | Desilverized. New York. | | Soft Spanish. London. | |
|--------------|--------------------------|--------|----------------------------|-------|--------------------------|----------|
| | 1914 | 1913 | 1914 | 1913 | 1914 | 1913 |
| Opening..... | 4.074c | 4.175c | 4.15c | 4.35c | £18 5 0 | £17 17 6 |
| Highest..... | 4.075c | 4.725c | 4.15c | 4.75c | 20 7 6 | 21 15 0 |
| Lowest..... | 3.325c | 3.825c | 3.50c | 4.00c | 17 7 6 | 15 8 9 |
| Closing..... | 3.60 c | 4.075c | 3.80c | 4.15c | 19 0 0 | 18 2 6 |
| Average..... | 3.737c | 4.238c | 3.87c | 4.40c | | £18 15 5 |

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

| Year. | Receipts | Shipm'ts. | Year. | Receipts | Shipm'ts. |
|-----------|-----------|-----------|-----------|-----------|-----------|
| 1914..... | 3,611,510 | 2,231,800 | 1900..... | 1,577,443 | 1,073,992 |
| 1913..... | 1,314,250 | 2,100,530 | 1899..... | 1,611,112 | 1,105,131 |
| 1912..... | 2,472,440 | 1,748,855 | 1898..... | 2,183,012 | 1,468,905 |
| 1911..... | 2,399,190 | 1,533,950 | 1897..... | 2,280,548 | 1,389,436 |
| 1910..... | 2,639,740 | 1,659,180 | 1896..... | 1,946,139 | 1,405,327 |
| 1909..... | 2,357,300 | 1,524,920 | 1895..... | 1,500,923 | 966,572 |
| 1908..... | 1,998,370 | 1,405,080 | 1894..... | 1,348,544 | 968,411 |
| 1907..... | 1,985,875 | 1,484,945 | 1893..... | 1,526,484 | 1,070,538 |
| 1906..... | 2,048,890 | 1,426,750 | 1891..... | 1,739,977 | 982,477 |
| 1905..... | 2,137,935 | 1,538,780 | 1890..... | 1,756,850 | 1,057,486 |
| 1904..... | 2,373,540 | 1,387,042 | 1889..... | 2,018,483 | 1,433,087 |
| 1903..... | 2,407,605 | 1,079,554 | 1888..... | 1,853,780 | 293,919 |
| 1902..... | 2,007,725 | 1,354,119 | 1887..... | 1,442,054 | 766,807 |
| 1901..... | 1,800,235 | 1,243,956 | 1885..... | 1,110,738 | 637,710 |

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

| RECEIVED BY | 1914. | 1913. | 1912. |
|--|-----------|-----------|-----------|
| Louisville, Henderson & St. Louis R. R..... | 4,590 | ..... | ..... |
| St. Louis Southwestern Ry..... | 154,980 | 450 | ..... |
| Missouri Pacific Ry..... | 200,140 | 98,110 | 103,860 |
| St. Louis & San Francisco R. R..... | 187,320 | 204,700 | 199,230 |
| Wabash R. R. (West)..... | ..... | 61,380 | 93,490 |
| Missouri, Kansas & Texas R. R..... | 2,727,080 | ..... | 11,030 |
| St. Louis, Iron Mountain & Southern R. R..... | ..... | 558,110 | 1,695,520 |
| Chicago & Eastern Illinois R. R..... | 18,520 | 8,580 | ..... |
| Chicago & Alton R. R. (Main Line)..... | 250,620 | 20,520 | 8,100 |
| Vandalia R. R..... | 4,600 | 257,170 | 218,210 |
| Wabash R. R. (East)..... | ..... | 610 | ..... |
| Toledo, St. Louis & Western R. R..... | 63,000 | ..... | 1,710 |
| Chicago, Peoria & St. Louis R. R..... | 600 | 61,360 | 114,220 |
| Chicago, Burlington & Quincy R. R. (West)..... | 5,060 | 12,290 | 82,070 |
| Chicago, Burlington & Quincy R. R. (East)..... | ..... | 36,020 | ..... |
| TOTAL..... | 3,611,510 | 1,314,250 | 2,472,440 |

MONTHLY PRICES OF LEAD AND SPELTER FOR TWO YEARS.

| MONTH. | LEAD. | | | | SPELTER. | | | |
|----------------|---------------|---------------|--------------|-------------|--------------|-------------|--------------|-------------|
| | 1914. | | 1913. | | 1914. | | 1913. | |
| January..... | 3 97½ @ 4 10 | 4 17½ @ 4 22½ | 5 10 @ 5 25 | 6 60 @ 7 20 | 5 10 @ 5 25 | 6 60 @ 7 20 | 5 10 @ 5 25 | 6 60 @ 7 20 |
| February..... | 3 97½ @ 4 10 | 4 17½ @ 4 25 | 5 20 @ 5 85 | 6 00 @ 6 60 | 5 20 @ 5 85 | 6 00 @ 6 60 | 5 20 @ 5 85 | 6 00 @ 6 60 |
| March..... | 3 65 @ 3 92½ | 4 20 @ 4 25 | 5 12½ @ 5 20 | 5 60 @ 6 30 | 5 12½ @ 5 20 | 5 60 @ 6 30 | 5 12½ @ 5 20 | 5 60 @ 6 30 |
| April..... | 3 65 @ 3 80 | 4 17½ @ 4 45 | 4 90 @ 5 12½ | 5 40 @ 5 75 | 4 90 @ 5 12½ | 5 40 @ 5 75 | 4 90 @ 5 12½ | 5 40 @ 5 75 |
| May..... | 3 80 @ 3 85 | 4 20 @ 4 87½ | 4 90 @ 5 00 | 5 15 @ 5 45 | 4 90 @ 5 00 | 5 15 @ 5 45 | 4 90 @ 5 00 | 5 15 @ 5 45 |
| June..... | 3 77½ @ 3 82½ | 4 15 @ 4 25 | 4 85 @ 5 00 | 5 00 @ 5 15 | 4 85 @ 5 00 | 5 00 @ 5 15 | 4 85 @ 5 00 | 5 00 @ 5 15 |
| July..... | 3 72½ @ 3 80 | 4 20 @ 4 42½ | 4 80 @ 4 95 | 5 10 @ 5 50 | 4 80 @ 4 95 | 5 10 @ 5 50 | 4 80 @ 4 95 | 5 10 @ 5 50 |
| August..... | 3 70 @ 3 75 | 4 37½ @ 4 85 | 4 70 @ 6 00 | 5 40 @ 5 85 | 4 70 @ 6 00 | 5 40 @ 5 85 | 4 70 @ 6 00 | 5 40 @ 5 85 |
| September..... | 3 85 @ 3 75 | 4 50 @ 4 70 | 5 00 @ 5 90 | 5 50 @ 5 80 | 5 00 @ 5 90 | 5 50 @ 5 80 | 5 00 @ 5 90 | 5 50 @ 5 80 |
| October..... | 3 82½ @ 3 80 | 4 20 @ 4 55 | 4 55 @ 5 00 | 5 15 @ 5 55 | 4 55 @ 5 00 | 5 15 @ 5 55 | 4 55 @ 5 00 | 5 15 @ 5 55 |
| November..... | 3 85 @ 3 80 | 4 12½ @ 4 25 | 4 85 @ 5 15 | 5 00 @ 5 30 | 4 85 @ 5 15 | 5 00 @ 5 30 | 4 85 @ 5 15 | 5 00 @ 5 30 |
| December..... | 3 60 @ 3 70 | 3 82½ @ 4 15 | 5 17½ @ 5 70 | 4 95 @ 5 80 | 5 17½ @ 5 70 | 4 95 @ 5 80 | 5 17½ @ 5 70 | 4 95 @ 5 80 |

WOOL, FURS AND HIDES.

By FUNSTEN BROS. & Co.

FURS.

The fur season of 1914 will go down in history in a class by itself. Never before has the fur trade experienced such a season.

The European war cut off the Foreign demand, which, in past years, had taken about two-thirds of the furs produced in North America. With this demand entirely cut off, a great shrinkage in values from the season before necessarily resulted.

At the beginning of the season, considerable anxiety was felt as to how the catch of North America could be marketed in the absence of the European demand and outlet, but when the season opened, the St. Louis market, which is the largest raw fur market in America, proved to be the only active market in the United States, and the only place where furs were in active demand. This market, with its usual initiative, set the pace for the value of furs in this country, and established a basis which at once gave confidence to the entire fur trade of North America.

The low prices caused a light catch, which, in turn, brought about a gradual advance in prices from the opening basis.

St. Louis handled, during this season, even a still larger proportion of the furs caught in the United States than it has in the past. The total volume of business and quantity of skins handled, however, was perhaps the lowest that the market has experienced in a great many years.

The U. S. Government's catch of Alaska sealskins and blue foxes were again consigned to St. Louis, to be sold for account of the Government. On account of the European war, and the unfavorable conditions, however, the sale was postponed indefinitely.

The fur trade of America may well thank St. Louis this year for the foundation of values and active movement in furs. Trappers and fur shippers all over North America are realizing the importance of St. Louis more and more each year. St. Louis makes a specialty of handling North American furs exclusively, but the European war may change the market into an international one in the future. However, this will depend upon the trend of events in the next year or two. St. Louis is

prepared for all conditions, and is in position to serve the trapper or fur producer of North America better than any other city in the United States.

St. Louis is known all over North America, wherever furs are caught, as being the largest raw fur market in America, and it is growing larger each year. Furthermore, St. Louis will benefit as a result of the European war, to the extent, that the German trade will undoubtedly come to St. Louis direct in future, to get its furs, rather than attend the London fur auction sales.

WOOL.

The wool trade was fortunate enough to benefit considerably by the European war.

At the beginning of the season, prices in the Territories started out on what seemed to be a fair basis of values, but the general condition of business a little later on, did not seem to justify the prices that were paid, and then, later on, a good demand sprung up, which was further accelerated after war was declared. This suddenly stopped importations of foreign wools, and immediately brought about a better demand for the Domestic wools. This is especially true of the Medium and coarser grades. Substantial advances took place in the latter part of the year, which brought the wool merchants out with a satisfactory season.

Very large quantities of Territory wools were marketed in St. Louis again this year, with very satisfactory results. The supply, in general, particularly of the medium and coarser grades, proved to be shorter than usual, and consequently, brought relatively much higher prices.

One of the largest wool houses in America is located in St. Louis, and brings many millions of pounds of wool to this city every year that might go elsewhere. The future hope of the wool clip of the United States, is, that farmers throughout the country should be encouraged to maintain a small herd of sheep on each farm, so that the aggregate amount might be increased. The great western feeding grounds are rapidly disappearing, being put into farms, through the use of irrigation and intensive farming, which has reduced the grazing grounds of the early days.

St. Louis is the second largest wool market in the United States, and is one of great importance, particularly for the handling of the Mississippi Valley wools, as well as certain sections of what are known as the Territory wools, such as Idaho, Utah, Wyoming, etc.

HIDES.

The receipts of country hides for the past year have been somewhat larger than in previous years, which is probably due principally to the increased price of cattle and the high cost of beef.

The increased demand for leather has caused substantial advances in hides, and they have been pushed to unprecedented prices. The

automobile industry, and the urgent needs caused by the European war brought about an unusually heavy demand for leather, which in turn affected the prices of hides. It is quite probable that these prices will remain on a substantially high level for some time to come.

There is a very urgent need for the increase of breeding in stock throughout the country, as a great shortage in leather will be sure to come unless greater efforts are made to produce larger quantities of beef cattle.

RECEIPTS AND SHIPMENTS FOR TWENTY YEARS.

| YEAR. | WOOL. | | HIDES. | |
|-----------|----------------------|-----------------------|----------------------|-----------------------|
| | Receipts. Pounds. | Shipments. Pounds. | Receipts. Pounds. | Shipments. Pounds. |
| 1914..... | 21,147,900 | 32,743,300 | 64,598,200 | 128,228,000 |
| 1913..... | 14,671,660 | 18,647,200 | 52,509,300 | 132,092,470 |
| 1912..... | 23,390,150 | 39,819,200 | 59,227,300 | 124,271,650 |
| 1911..... | 26,773,770 | 33,039,000 | 64,329,940 | 135,124,800 |
| 1910..... | 21,044,440 | 20,548,250 | 71,007,770 | 146,692,030 |
| 1909..... | 22,649,110 | 30,023,350 | 63,571,550 | 135,706,100 |
| 1908..... | 23,123,340 | 27,829,200 | 70,587,900 | 127,162,350 |
| 1907..... | 14,712,560 | 17,097,750 | 49,394,750 | 93,853,110 |
| 1906..... | 15,775,330 | 17,749,420 | 59,115,810 | 97,782,300 |
| 1905..... | 24,296,130 | 22,887,270 | 63,544,350 | 118,364,600 |
| 1904..... | 18,751,770 | 27,540,775 | 55,228,200 | 109,480,945 |
| 1903..... | 18,766,250 | 21,031,610 | 50,910,600 | 112,680,030 |
| 1902..... | 26,378,080 | 30,072,350 | 56,237,220 | 99,367,210 |
| 1901..... | 25,877,110 | 27,311,375 | 55,005,030 | 116,723,595 |
| 1900..... | 17,000,790 | 15,057,290 | 60,531,540 | 106,496,640 |
| 1899..... | 28,491,625 | 32,517,076 | 68,933,720 | 92,692,028 |
| 1898..... | 23,710,715 | 21,266,999 | 58,716,130 | 78,705,735 |
| 1897..... | 30,865,410 | 34,303,700 | 59,372,110 | 88,908,100 |
| 1896..... | 15,139,840 | 15,939,579 | 46,505,880 | 81,581,130 |
| 1895..... | 21,593,780 | 20,526,100 | 44,169,790 | 78,039,400 |

ST. LOUIS SHOE TRADE IN 1914.

By F. H. LITTLEFIELD, Editor The Drygoodsman.

The shoe business, both manufacturing and jobbing, in St. Louis during 1914 suffered, as did other lines of business, from the prevailing commercial conditions which were accentuated in the latter half of the year by the European war. As a result, totals for 1914 were not as gratifying in their showing as those in preceding years, nor are exact statistics as completely available as would have been the case had the year shown a more satisfactory state of affairs in the way of aggregates at its close.

As a matter of fact, the aggregate of the shoe business of St. Louis for 1914 shows a loss for the total of 1913, but it, as nearly as can be ascertained, was fully up to the aggregate of 1912, which was \$64,610,-141.31 in total value of all shipments, both manufactured and jobbed. In round figures, the business of 1914 was a little in excess of \$65,000,000. The manufactures showed during the year a total of \$50,000,000, which is a slight gain over the total for 1912, but a loss of something more than \$3,000,000 as compared with 1913.

In the number of pairs manufactured, the total was about 26,000,000 pairs as compared with 27,880,729 pairs in 1913 and 26,525,823 pairs in 1912. This loss in the number of pairs manufactured is chargeable, when considered in comparison with the total value, to the increase in the cost of material and labor, as a result of which the average value of each pair of shoes manufactured in St. Louis factories has risen to very nearly \$2.00 per pair.

The sharp advances in the price of leather, particularly during the latter half of the year, were not so serious an item in the aggregate figures as might have been the case had production been increased. On the contrary, the output of the factories showed almost its entire loss, taking the city as a whole, in the latter half of the year. Indeed, but for the European war, it is likely that the aggregate business for the year would have been approximately that of 1913, both as to values and numbers of pairs manufactured.

An especially interesting feature of the shoe business in 1914 has been the fact that all of the St. Louis houses withstood the commercial storm in a satisfactory manner and have prepared themselves for steady progress from this time on with the improvement in commercial conditions.

In recognition of the necessity for increased effort in a period of sharp competition, all the houses in the St. Louis shoe industry have increased

their selling powers and are covering their territory much more thoroughly than ever before, although it has always been a practice of the St. Louis manufacturers and jobbers to keep in the closest possible touch with the retail trade of the territory which St. Louis houses supply.

In the matter of factory capacity, there has been practically no change during the past year, so far as aggregate capacity is concerned. There have been one or two factories opened and approximately the same capacity in factory output has been discontinued by reason of consolidation or other union of mechanical character.

Several new but rather small jobbing concerns have been added to the St. Louis field, but these, for the most part, came late in the year and have not yet begun to make their impress upon the market, as they will be very likely to do in the year to come. One plant which was taken over in the course of a consolidation effected with an eastern concern by a local house has been succeeded by the formation of a new firm whose output will be handled through St. Louis, but will be made in an interior town. One new manufacturing plant is about to open its factory and its activities will necessarily not form a part of the history of the St. Louis shoe trade until the year 1915 is completed.

A notable feature of the buying done in St. Louis by retailers of the St. Louis territory has been the increasing dependence of the retailers upon the "in-stock" departments of the manufacturers and jobbers of the city. These "in-stock" departments now carry supplies constantly on hand aggregating from \$12,000,000 to \$15,000,000 in value and a remarkable feature of this has been the measurable success with which St. Louis shoe houses have judged style and have avoided heavy losses in these departments by the erratic characteristics of style buying.

Reviewing the situation as a whole, St. Louis is to be congratulated upon the manner in which St. Louis houses have withstood the difficulties of the past year and these same houses are to be complimented upon their determination to fight for business in the future in a way which will maintain the supremacy of St. Louis as an interior shoe market.

TIMOTHY SEED.

Monthly range of prices during 1914.

| MONTHS. | PER 100 LBS. | MONTHS. | PER 100 LBS. |
|---------------|-----------------|----------------|-----------------|
| January..... | \$3 00 @ \$5 35 | July..... | \$5 00 @ \$6 00 |
| February..... | 3 25 4 75 | August..... | 3 25 6 75 |
| March..... | 2 50 4 45 | September..... | 3 75 6 05 |
| April..... | 2 00 4 27 | October..... | 4 15 5 70 |
| May..... | 3 25 5 00 | November..... | 3 50 5 25 |
| June..... | 4 00 5 85 | December..... | 4 25 7 00 |

CLOVER SEED.

Monthly range of prices during 1914.

| MONTHS. | PER 100 LBS. | MONTHS. | PER 100 LBS. |
|---------------|------------------|----------------|-------------------|
| January..... | \$3 00 @ \$15 23 | July..... | \$ 9 00 @ \$14 50 |
| February..... | 10 00 14 85 | August..... | 10 00 18 10 |
| March..... | 9 00 14 10 | September..... | * 7 00 18 50 |
| April..... | 7 50 12 00 | October..... | * 5 50 15 10 |
| May..... | 8 00 12 10 | November..... | 10 00 15 61 |
| June..... | 8 50 18 00 | December..... | 9 50 15 75 |

* Heavily mixed buckhorn.

TIMOTHY SEED.

Monthly range of prices during 1913.

| MONTHS. | PER 100 LBS. | MONTHS. | PER 100 LBS. |
|---------------|-----------------|----------------|-----------------|
| January..... | \$2 75 @ \$3 60 | July..... | \$2 25 @ \$5 25 |
| February..... | 2 00 3 75 | August..... | 4 80 5 50 |
| March..... | 2 00 3 35 | September..... | 2 50 5 85 |
| April..... | 2 00 3 35 | October..... | 2 50 5 30 |
| May..... | 2 00 3 50 | November..... | 2 50 5 25 |
| June..... | 2 00 4 00 | December..... | 3 00 5 35 |

CLOVER SEED.

Monthly range of prices during 1913.

| MONTHS. | PER 100 LBS. | MONTHS. | PER 100 LBS. |
|---------------|------------------|----------------|-------------------|
| January..... | \$3 00 @ \$19 50 | July..... | \$ 4 00 @ \$15 00 |
| February..... | 6 00 19 00 | August..... | 5 25 15 00 |
| March..... | 6 00 17 50 | September..... | 5 00 12 50 |
| April..... | 5 00 20 00 | October..... | 7 50 18 00 |
| May..... | 4 00 15 00 | November..... | 7 50 14 87½ |
| June..... | 4 00 12 00 | December..... | 10 50 14 75 |

EGGS.

RECEIPTS AND PRICES OF EGGS DURING 1914.

| MONTHS—1914. | By Railroad, Packages. | By River, Packages. | By Express, Packages. | Monthly Receipts, Packages. | Monthly Range of Prices. |
|----------------|------------------------|---------------------|-----------------------|-----------------------------|--------------------------|
| January..... | 21,619 | 7 | 27,489 | 49,085 | 27 @ 80½ |
| February..... | 86,078 | ..... | 47,295 | 83,373 | 24½ 28 |
| March..... | 99,264 | 758 | 95,961 | 195,978 | 17½ 26 |
| April..... | 162,682 | 4,702 | 55,855 | 222,699 | 17 18½ |
| May..... | 181,767 | 3,494 | 43,126 | 178,897 | 17½ 18½ |
| June..... | 88,810 | 2,808 | 44,824 | 180,587 | 14 18 |
| July..... | 67,615 | 1,686 | 57,819 | 127,182 | 18 19 |
| August..... | 59,200 | 1,196 | 57,415 | 117,811 | 19 21½ |
| September..... | 56,281 | 954 | 60,207 | 117,952 | 20½ 22½ |
| October..... | 48,421 | 658 | 60,042 | 104,181 | 20 24½ |
| November..... | 87,671 | 800 | 48,260 | 81,281 | 24½ 29 |
| December..... | 29,172 | 147 | 88,147 | 66,466 | 27 35 |
| Total..... | 826,980 | 16,822 | 680,410 | 1,474,212 | ..... |

RECEIPTS AND RANGE OF PRICES FOR SERIES OF YEARS.

| | | | | | |
|------------------|-----------|--------|---------|-----------|---------|
| Total, 1914..... | 826,980 | 16,822 | 680,410 | 1,474,212 | 14 @ 35 |
| " 1918..... | 1,012,009 | 15,857 | 870,199 | 1,396,065 | 12 35 |
| " 1912..... | 1,058,011 | 21,789 | 814,784 | 1,894,534 | 14½ 39 |
| " 1911..... | 1,484,458 | 22,485 | 230,017 | 1,786,915 | 14½ 39 |
| " 1910..... | 1,180,472 | 21,961 | 178,205 | 1,375,638 | 14½ 35 |
| " 1909..... | 1,204,630 | 28,929 | 167,408 | 1,896,987 | 16 40 |
| " 1908..... | 1,189,660 | 28,869 | 271,839 | 1,489,868 | 12½ 29 |
| " 1907..... | 995,948 | 38,489 | 259,540 | 1,288,977 | 12 25½ |
| " 1906..... | 796,298 | 38,771 | 208,056 | 1,028,125 | 12 26 |
| " 1905..... | 770,488 | 38,095 | 171,674 | 990,257 | 10½ 32 |
| " 1904..... | 968,914 | 40,837 | 211,858 | 1,216,124 | 12½ 29½ |
| " 1903..... | 692,966 | 40,850 | 225,832 | 959,648 | 11 28½ |
| " 1902..... | 618,708 | 35,972 | 171,819 | 825,999 | 11½ 32 |
| " 1901..... | 817,879 | 38,669 | 166,098 | 1,022,646 | 6 26 |
| " 1900..... | 678,511 | 39,832 | 202,339 | 920,682 | 7½ 23 |

BUTTER.

MONTHLY RANGE OF PRICES OF BUTTER FOR 1914.

| 1914 | Creamery, Extra. | Creamery, Firsts. | Creamery, Seconds. | Ladle, Packed. | Country Store Packing Stock. |
|----------------|------------------|-------------------|--------------------|----------------|------------------------------|
| January..... | 28 @ 86½ | 24 @ 83 | 22 @ 28 | 22 @ 24 | 17 @ 18½ |
| February..... | 27 31 | 23 28 | 21 24 | 19 22 | 16½ 17 |
| March..... | 26 31 | 23 28 | 20 24 | 18 19 | 14 17 |
| April..... | 24 26 | 20 22 | 18 21 | 18 18 | 14 14½ |
| May..... | 24 26 | 20 22 | 18 20 | 18 18 | 14½ 17½ |
| June..... | 25 27 | 20 23 | 18½ 21 | 18 19½ | 17 17 |
| July..... | 26½ 28½ | 23 24 | 21 22 | 19½ 20½ | 17 18 |
| August..... | 28½ 31 | 24 26 | 22 24 | 20½ 22 | 18 20½ |
| September..... | 30 31 | 24 26 | 22½ 24 | 21 22 | 19 20½ |
| October..... | 30 32 | 24 28 | 22½ 25 | 21 23 | 19 19 |
| November..... | 32 33 | 28 29 | 25 26 | 23 23 | 19 20½ |
| December..... | 33 34 | 28 29 | 26 27 | 23 23 | 19 20 |

FRUITS AND PRODUCE.

By MANLEY G. RICHMOND, President Shaw & Richmond Produce Co.

The year 1914 will go down in record as the most peculiar in the history of St. Louis. While there were phenomenal yields of nearly all kinds of fruits and vegetables, abnormal conditions prevailed throughout the entire year, and the demand was so slow that business was demoralized.

Taking everything into consideration, the year was the most disastrous in the annals of the fruit and produce trade of the city, and fortunate indeed was the commission man or dealer whose business for the twelve months could show a balance on the profit side of the ledger.

Unusual weather conditions in the South delayed the maturing of early fruits and vegetables in that section until crops in the States further North were ready for marketing. This caused a great scarcity of supplies temporarily, but later the market was flooded with offerings and prices dropped to such a low level that shipments brought barely enough to pay the express charges. Florida tomatoes were diseased and blighted and caused serious losses to dealers and speculators in this market.

Drought in some sections and floods in other parts of Texas caused similar delays and scarcity in the crops from that State.

Later, the yearly yield of homegrown tomatoes was almost a failure, on account of the drought in May and June, while this drought which extended for a distance of nearly 300 miles in every direction from St. Louis deprived local merchants of their usual shipping business for that season of the year.

Later, when the Northern markets were well supplied, the home grown crops were so heavy that extremely low prices prevailed.

The apple crop in the United States in 1914 was unusually large and while the yield in Calhoun County, Illinois, and other apple growing districts tributary to St. Louis was one of the largest on record, prices were extremely unsatisfactory, as they were higher when the crop was being gathered than later in the season.

Owing to unfavorable weather conditions, the potato crop in this territory was light, and that in the American Bottoms was only about 25 per cent of an average yield. The crop was so large in other sections, however, that shippers were unable to secure satisfactory returns.

Those who held their potatoes with the expectation of receiving higher prices were greatly disappointed as prices were lower at the close of the year than they were at harvest time.

In the winter time, on account of the unusual weather conditions, the peddlers and street fruit venders were unable to ply their vocations a large part of the time, and as they play an important part in the distribution, this also tended to depress prices and demoralize the market.

Receipts of Apples at St. Louis for the year were 335,900 barrels and 231,650 boxes, as compared with 352,215 barrels and 215,315 boxes in 1913, and the shipments were 208,730 barrels and 225,220 boxes, against shipments of 261,725 barrels and 469,980 boxes for the preceding year.

Stocks of apples in cold storage in St. Louis January 1, 1915 were 145,470 barrels and 78,688 boxes, as compared with only 71,944 barrels and 119,337 boxes on January 1, 1914.

Receipts of potatoes at St. Louis by river and rail were 4,100,080 bushels, as compared with 4,812,138 bushels in 1914, and the shipments were 4,138,110 bushels against 4,668,610 bushels in 1914. Receipts by wagon are estimated at 75 per cent of the rail receipts.

The rail and river receipts of onions were 1,055,924 bushels, against 1,109,428 bushels in 1914, and the shipments were 1,153,120 bushels against 2,155,688 bushels for the preceding year. Wagon receipts are estimated at about one-half as large as the river and rail receipts.

Shipments of small fruits and berries from St. Louis were unusually light, and the prices realized were far from satisfactory.

Receipts of homegrown peaches were so large that an unusually low level of prices prevailed.

Both citrous and deciduous fruits from Florida and the far West were plentiful, and it is estimated that fully 2,000 cars of oranges and grape fruit, and 1,500 cars of lemons were received. The crop of home grown melons, grapes and other fruits was large, and prices were low.

Home grown garden truck was plentiful throughout the greater part of the year, but prices were unsatisfactory.

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

| YEARS. | POTATOES. | | | | | | ONIONS. | | | | | |
|--------|-----------------|----------------|----------------|-----------------|----------------|----------------|-----------------|----------------|----------------|-----------------|----------------|----------------|
| | RECEIPTS. | | | SHIPMENTS | | | RECEIPTS. | | | SHIPMENTS | | |
| | Sacks and Bbls. | Bush. in Bulk. | Total in Bush. | Sacks and Bbls. | Bush. in Bulk. | Total in Bush. | Sacks and Bbls. | Bush. in Bulk. | Total in Bush. | Sacks and Bbls. | Bush. in Bulk. | Total in Bush. |
| 1914.. | 1,214,632 | 1,063,500 | 4,100,080 | 1,412,120 | 607,810 | 4,138,110 | 305,924 | 750,000 | 1,055,924 | 1,089,120 | | |
| 1913.. | 1,088,455 | 2,091,000 | 4,812,138 | 1,418,885 | 1,122,650 | 4,668,610 | 443,771 | 510,500 | 954,271 | 862,265 | | |
| 1912.. | 658,215 | 2,110,500 | 3,656,038 | 995,140 | 871,525 | 3,492,990 | 279,415 | 795,500 | 1,074,915 | 965,635 | | |
| 1911.. | 1,117,694 | 2,105,000 | 4,899,235 | 816,895 | 917,210 | 2,958,190 | 596,800 | 165,000 | 597,210 | 597,210 | | |
| 1910.. | 717,185 | 2,083,500 | 3,878,462 | 514,890 | 555,680 | 1,842,905 | 660,985 | 232,000 | 603,795 | 603,795 | | |
| 1909.. | 1,165,845 | 1,576,000 | 4,490,612 | 719,800 | 888,675 | 2,688,075 | 476,400 | 197,500 | 576,170 | 576,170 | | |
| 1908.. | 1,104,860 | 4,713,500 | 4,474,400 | 615,620 | 893,775 | 2,432,825 | 499,450 | 354,500 | 506,480 | 506,480 | | |
| 1907.. | 910,287 | 1,456,000 | 3,781,718 | 462,620 | 965,490 | 2,122,040 | 157,980 | 302,000 | 355,580 | 355,580 | | |
| 1906.. | 760,106 | 1,423,500 | 3,326,765 | 617,332 | 590,415 | 2,142,745 | 198,575 | 289,500 | 447,085 | 447,085 | | |
| 1905.. | 722,225 | 1,065,000 | 2,870,562 | 646,579 | 411,230 | 2,027,677 | 340,956 | 309,000 | 487,920 | 487,920 | | |
| 1904.. | 1,097,806 | 1,147,500 | 3,890,765 | 827,896 | 707,955 | 2,777,695 | 182,944 | 254,500 | 222,164 | 222,164 | | |
| 1903.. | 557,124 | 1,170,500 | 2,841,872 | 319,301 | 663,045 | 1,620,948 | 71,840 | 234,000 | 134,594 | 134,594 | | |
| 1902.. | 758,936 | 1,364,500 | 3,641,308 | 567,677 | 888,915 | 2,691,946 | 106,600 | 186,500 | 184,825 | 184,825 | | |
| 1901.. | 307,608 | 1,973,250 | 2,896,059 | 453,241 | 660,410 | 2,020,138 | 55,782 | 280,000 | 114,712 | 114,712 | | |
| 1900.. | 334,206 | 1,561,950 | 2,594,508 | 515,300 | 799,103 | 7,845,008 | 94,631 | 230,500 | 158,401 | 158,401 | | |
| 1899.. | 567,420 | 1,761,300 | 3,463,560 | 614,533 | 770,478 | 2,614,077 | 82,985 | 233,500 | 142,972 | 142,972 | | |
| 1898.. | 438,632 | 1,657,800 | 3,108,666 | 498,215 | 488,007 | 1,982,652 | 101,229 | 156,500 | 94,547 | 94,547 | | |
| 1897.. | 239,685 | 1,847,000 | 2,566,055 | 425,791 | 656,020 | 1,933,393 | 82,229 | 159,050 | 83,443 | 83,443 | | |
| 1896.. | 328,064 | 1,195,100 | 2,189,292 | 484,105 | 639,152 | 2,091,407 | 76,623 | 190,500 | 70,310 | 70,310 | | |
| 1895.. | 445,407 | 1,133,150 | 2,469,371 | 400,747 | 836,794 | 3,028,965 | 71,635 | 156,000 | 94,793 | 94,793 | | |
| 1894.. | 165,674 | 895,500 | 1,392,522 | 548,521 | 216,490 | 1,845,033 | 58,603 | 141,150 | 116,137 | 116,137 | | |

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

RECEIPTS BY RAILROAD, RIVER, EXPRESS, WAGON AND STOCK DRIVEN FOR EACH MONTH IN 1914.

| DATE—1914. | APPLES. | | Barley, Bushels. | Butter, Lbs. | Fresh Beef, Lbs. | Bran and Shipstuf in bulk. | | Corn, Bushels. | Eats Corn & Wild Maize. Bushels. |
|------------------------|---------|---------|---------------------|-----------------|---------------------|-------------------------------|------------------|-------------------|--|
| | Bbls. | Boxes. | | | | Sacks. | Cars in bulk. | | |
| January | 5,190 | 500 | 225,840 | 2,001,420 | 10,239,400 | 59,860 | 62 | 2,056,800 | 38,300 |
| February | 1,110 | 3,990 | 212,800 | 2,044,110 | 9,316,800 | 43,670 | 13 | 1,699,200 | 31,200 |
| March | 845 | 7,780 | 156,790 | 2,059,310 | 8,029,800 | 6,800 | 22 | 1,835,575 | 10,800 |
| April | 825 | 11,680 | 98,000 | 2,111,390 | 7,077,400 | 15,560 | 28 | 1,010,430 | 3,600 |
| May | 50 | 8,210 | 86,400 | 2,353,380 | 10,404,200 | 9,780 | 31 | 1,501,825 | 1,200 |
| June | 355 | 7,000 | 102,400 | 2,180,940 | 8,831,180 | 39,470 | 29 | 1,638,000 | 2,400 |
| July | 5,045 | 4,440 | 84,800 | 1,990,465 | 9,925,600 | 71,840 | 21 | 1,045,750 | 6,000 |
| August | 9,190 | 1,410 | 57,750 | 2,130,320 | 6,960,000 | 107,650 | 13 | 1,559,800 | 9,600 |
| September | 54,640 | 13,980 | 290,800 | 1,908,370 | 8,961,900 | 142,810 | 14 | 909,600 | 68,400 |
| October | 175,050 | 39,000 | 351,200 | 2,078,490 | 9,441,640 | 129,800 | 21 | 1,008,000 | 86,100 |
| November | 69,320 | 96,000 | 421,600 | 1,763,780 | 6,496,700 | 97,200 | 19 | 1,086,845 | 80,400 |
| December | 14,280 | 37,760 | 304,200 | 1,998,580 | 6,158,100 | 103,330 | 20 | 1,584,000 | 162,000 |
| Wagon ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 200,000 | ..... |
| Total | 885,900 | 231,650 | 2,390,580 | 24,614,465 | 101,842,620 | 826,070 | 293 | 17,105,825 | 500,000 |
| Railroad | 132,560 | 231,430 | 2,390,580 | 21,603,600 | 101,842,620 | 826,070 | 293 | 16,903,000 | 500,000 |
| River | 203,340 | 220 | ..... | 68,850 | ..... | ..... | ..... | 2,825 | ..... |
| Express or Wagon ..... | ..... | ..... | ..... | 2,942,015 | ..... | ..... | ..... | 200,000 | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1914—Continued.

| DATE—1914. | COTTON. | | Coke, Tons. | EGGS. | | Flaxseed, Bus. bulk. | Flour, Bbls. | HAY. | |
|-----------------|------------------|--------------------|----------------|-----------------|-------------------|-------------------------|-----------------|-----------------|-------------------|
| | Bales, Local. | Bales, Through. | | Pkgs. Local. | Pkgs. Through. | | | Local, Tons. | Through, Tons. |
| January | 9,697 | 66,097 | 16,266 | 35,881 | 13,204 | ..... | 277,170 | 17,680 | 6,880 |
| February | 7,660 | 55,089 | 15,886 | 55,235 | 28,138 | ..... | 249,880 | 12,555 | 5,450 |
| March | 5,563 | 51,246 | 19,560 | 110,257 | 85,721 | ..... | 276,560 | 17,180 | 5,305 |
| April | 4,318 | 30,461 | 12,989 | 104,980 | 117,709 | ..... | 265,050 | 15,480 | 3,685 |
| May | 3,108 | 28,661 | 9,995 | 89,431 | 88,956 | ..... | 280,720 | 13,000 | 2,565 |
| June | 1,740 | 19,152 | 9,925 | 80,829 | 49,718 | ..... | 285,220 | 16,840 | 3,235 |
| July | 6,225 | 2,068 | 8,595 | 81,006 | 46,124 | ..... | 250,540 | 11,755 | 6,630 |
| August | 912 | 2,999 | 10,425 | 73,459 | 44,402 | 1,200 | 377,520 | 20,250 | 11,490 |
| September | 1,143 | 3,473 | 11,385 | 74,276 | 43,116 | 1,200 | 385,380 | 17,275 | 13,860 |
| October | 14,067 | 51,819 | 8,595 | 76,039 | 28,092 | ..... | 349,570 | 24,760 | 14,710 |
| November | 22,483 | 99,427 | 7,400 | 54,928 | 26,303 | ..... | 311,800 | 18,255 | 7,300 |
| December | 13,974 | 79,410 | 8,315 | 46,683 | 19,803 | ..... | 315,840 | 20,645 | 10,615 |
| | | | | | | | | | |
| Total | 90,890 | 490,002 | 133,296 | 832,896 | 591,296 | 2,400 | 3,514,760 | 200,575 | 91,205 |
| Railroad | 88,646 | 490,002 | 133,296 | 836,164 | 591,296 | 2,400 | 3,490,600 | 200,575 | 91,205 |
| River | 2,244 | ..... | ..... | 16,822 | ..... | ..... | 24,150 | ..... | ..... |
| | | | | | | | | | |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1914—Continued.

| DATE—1914. | Hides, Pounds. | Lead, Pigs. | LIVE STOCK. | | | | LUMBER. | | MDSM. AND SUNDRIES. | |
|---------------------|-------------------|----------------|------------------|-----------|-----------------|------------------------------|---------|--------|---------------------|---------|
| | | | Cattle, Head. | Hogs. | Sheep, Head. | Horses and Mules Head. | Cars. | M. Ft. | Packages. | Cars. |
| January | 5,244,140 | 188,190 | 70,956 | 835,119 | 66,799 | 27,233 | 14,490 | ..... | 1,499,600 | 27,404 |
| February | 5,474,640 | 188,270 | 50,421 | 269,806 | 43,501 | 17,741 | 14,378 | ..... | 1,320,380 | 25,682 |
| March | 5,511,000 | 293,440 | 45,558 | 258,704 | 43,291 | 13,034 | 16,735 | ..... | 1,433,680 | 28,770 |
| April | 5,045,600 | 409,960 | 48,086 | 218,489 | 48,362 | 13,490 | 15,770 | 120 | 1,460,000 | 31,789 |
| May | 4,282,700 | 328,780 | 61,725 | 232,461 | 72,609 | 9,540 | 15,418 | 9 | 1,287,880 | 30,115 |
| June | 5,842,600 | 315,710 | 84,453 | 223,837 | 140,278 | 5,955 | 16,438 | 25 | 1,464,952 | 30,324 |
| July | 4,136,300 | 364,840 | 111,435 | 465,387 | 106,050 | 4,034 | 17,440 | 67 | 1,467,840 | 29,572 |
| August | 5,747,100 | 311,320 | 104,363 | 178,550 | 66,642 | 4,080 | 17,270 | 315 | 1,375,770 | 29,213 |
| September | 4,841,600 | 368,840 | 140,148 | 211,638 | 52,352 | 19,883 | 16,417 | 74 | 1,355,510 | 27,765 |
| October | 6,721,400 | 357,930 | 159,820 | 271,507 | 53,933 | 14,959 | 14,399 | 2 | 1,356,730 | 29,719 |
| November | 5,552,100 | 239,000 | 88,127 | 238,714 | 43,685 | 20,164 | 14,503 | ..... | 1,186,590 | 25,540 |
| December | 6,690,100 | 275,120 | 106,244 | 267,346 | 39,384 | 22,447 | 14,553 | ..... | 1,214,945 | 24,863 |
| Total | 64,559,230 | 3,611,500 | 1,073,386 | 2,871,558 | 777,776 | 162,380 | 188,356 | 612 | 16,444,367 | 340,755 |
| Railroad | 64,430,780 | 3,611,500 | 1,032,549 | 2,798,206 | 767,810 | 158,197 | 188,356 | 612 | 16,302,867 | 340,755 |
| River | 158,500 | ..... | 20,837 | 73,352 | 9,966 | 4,163 | ..... | ..... | 141,500 | ..... |
| Express and Driven. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1914—Continued.

| DATE—1914. | Oats, Bushels. | ONIONS. | | Pig Iron, Tons. | PORK PRODUCT. | |
|-----------------------|-------------------|-------------------|-------|--------------------|---------------|------------|
| | | Sks. and Bbls. | Cars. | | Meats, Lbs. | Lard, Lbs. |
| January | 2,705,700 | 30,990 | 15 | 28,035 | 6,284,600 | 2,442,750 |
| February | 1,657,500 | 27,190 | 35 | 27,830 | 7,668,600 | 1,475,500 |
| March | 2,378,100 | 16,180 | 18 | 38,077 | 6,891,500 | 853,100 |
| April | 1,490,300 | 26,870 | 312 | 31,680 | 7,073,800 | 1,739,300 |
| May | 1,870,000 | 75,920 | 767 | 25,545 | 5,310,900 | 989,200 |
| June | 1,978,800 | 25,330 | 223 | 29,570 | 7,379,900 | 1,318,800 |
| July | 2,122,850 | 7,749 | 25 | 28,105 | 8,380,900 | 901,200 |
| August | 2,437,850 | 21,805 | 4 | 26,060 | 6,848,300 | 633,300 |
| September | 2,555,850 | 18,490 | 40 | 20,925 | 6,673,100 | 1,235,700 |
| October | 1,898,900 | 21,235 | 32 | 21,830 | 6,448,000 | 439,900 |
| November | 2,017,900 | 23,565 | 17 | 16,880 | 5,606,600 | 1,420,400 |
| December | 1,680,900 | 11,100 | 12 | 20,560 | 5,328,500 | 743,300 |
| Express & Wagon | 200,000 | ..... | ..... | ..... | ..... | ..... |
| Total | 24,944,650 | 305,924 | 1,500 | 313,047 | 79,894,700 | 14,132,350 |
| Railroad | 24,744,650 | 305,104 | 1,500 | 313,047 | 79,406,500 | 14,166,550 |
| River ..... | ..... | 820 | ..... | ..... | 488,200 | 15,800 |
| Wagon | 200,000 | ..... | ..... | ..... | ..... | ..... |

RECEIPTS BY RAILROAD, RIVER, EXPRESS, ETC., FOR EACH MONTH IN 1914—Continued.

| DATE—1914. | POTATOES. | | Rye, Bushels. | Wheat, Bushels. | Wool, Lbs. | Zinc and Spelter Slabs. |
|-----------------|-------------------|-------|------------------|--------------------|---------------|-------------------------------|
| | Sks. and Bbls. | Cars. | | | | |
| January | 186,450 | 36 | 26,400 | 1,964,730 | 106,490 | 248,860 |
| February | 119,370 | 164 | 2,200 | 1,462,183 | 61,200 | 302,990 |
| March | 149,770 | 88 | 2,950 | 1,508,383 | 148,300 | 339,730 |
| April | 94,720 | 100 | 9,900 | 1,237,996 | 1,506,500 | 285,260 |
| May | 65,040 | 163 | 6,600 | 1,135,929 | 4,487,680 | 388,860 |
| June | 101,235 | 526 | 15,100 | 1,170,993 | 7,610,190 | 409,150 |
| July | 63,082 | 146 | 30,000 | 6,829,867 | 5,467,470 | 343,110 |
| August | 62,950 | 183 | 91,500 | 4,243,857 | 858,810 | 440,550 |
| September | 56,420 | 172 | 82,150 | 3,209,389 | 446,120 | 443,680 |
| October | 90,000 | 369 | 34,100 | 3,161,271 | 387,600 | 329,320 |
| November | 130,845 | 179 | 44,000 | 4,255,107 | 364,000 | 812,180 |
| December | 95,300 | 27 | 45,100 | 3,089,862 | 243,600 | 817,895 |
| ..... | ..... | ..... | ..... | 300,000 | ..... | ..... |
| Total | 1,214,632 | 2,127 | 389,000 | 33,569,047 | 21,147,960 | 4,103,985 |
| Railroad | 1,213,670 | 2,127 | 388,660 | 32,982,054 | 20,806,260 | 4,103,985 |
| River | 962 | ..... | 350 | 286,993 | 341,700 | ..... |
| ..... | ..... | ..... | ..... | 300,000 | ..... | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1914.

| DATE—1914. | APPLES. | | Barley, Bush. | Fresh Beef, Lbs. | BRAN. | | BUTTER Pounds. (Not Oleo) | Coal, Tons. |
|------------------|---------|---------|------------------|---------------------|-----------|----------------|---------------------------------|----------------|
| | Bbls. | Boxes. | | | Sacks. | Cars, bulk. | | |
| January..... | 18,186 | 14,430 | 27,720 | 20,066,400 | 329,200 | 149 | 845,880 | 209,440 |
| February..... | 17,430 | 18,420 | 22,180 | 20,447,400 | 170,680 | 26 | 557,480 | 170,000 |
| March..... | 18,580 | 30,220 | 30,980 | 25,709,200 | 45,180 | 16 | 798,710 | 196,740 |
| April..... | 9,630 | 23,440 | 23,530 | 22,406,600 | 47,520 | 9 | 1,008,720 | 99,590 |
| May..... | 3,080 | 22,720 | 53,180 | 22,570,800 | 50,670 | 6 | 982,650 | 115,425 |
| June..... | 1,770 | 15,400 | 62,180 | 30,077,400 | 83,280 | 10 | 891,510 | 131,740 |
| July..... | 1,100 | 7,710 | 22,870 | 25,879,200 | 80,430 | 10 | 819,500 | 133,555 |
| August..... | 2,440 | 1,680 | 11,060 | 28,360,700 | 124,275 | 8 | 717,330 | 174,980 |
| September..... | 17,410 | 4,380 | 12,280 | 33,979,500 | 155,870 | 2 | 819,060 | 204,225 |
| October..... | 68,650 | 32,970 | 65,520 | 37,952,400 | 192,280 | 4 | 435,110 | 203,435 |
| November..... | 41,140 | 36,900 | 18,550 | 36,134,700 | 127,470 | 3 | 306,090 | 168,365 |
| December..... | 9,290 | 16,970 | 10,680 | 34,847,000 | 82,780 | 16 | 621,050 | 184,980 |
| Total..... | 208,780 | 225,220 | 360,280 | 338,453,800 | 1,489,545 | 259 | 8,894,110 | 1,992,155 |
| By Railroad..... | 207,030 | 224,540 | 360,280 | 338,422,700 | 1,487,205 | 259 | 8,894,110 | 1,992,155 |
| " River..... | 1,700 | 680 | ..... | 30,600 | 2,290 | ..... | ..... | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1914—Continued.

| Date—1914. | Corn, Bushels. | Kaffir Corn and Milo Maize, Bushels. | Corn- meal, Bbls. | Cotton, Bales. | Eggs, Pcks. | Flour, Bbls. | Hay, Tons. | Hides, Lbs. |
|-------------------|-------------------|---|-------------------------|-------------------|----------------|-----------------|---------------|----------------|
| January | 1,152,220 | 2,800 | 3,420 | 62,171 | 31,988 | 325,050 | 14,080 | 13,206,400 |
| February | 862,440 | 5,820 | 4,580 | 42,087 | 69,076 | 312,000 | 13,420 | 11,782,000 |
| March | 1,016,640 | 3,960 | 3,535 | 51,620 | 124,554 | 365,730 | 15,640 | 13,682,000 |
| April | 971,400 | 1,830 | 2,000 | 37,964 | 167,129 | 329,060 | 10,440 | 11,130,400 |
| May | 905,870 | 1,770 | 2,730 | 30,455 | 113,974 | 289,950 | 8,450 | 11,729,500 |
| June | 1,212,550 | 2,860 | 3,100 | 30,086 | 73,710 | 285,880 | 8,615 | 12,085,500 |
| July | 924,440 | 3,060 | 3,160 | 12,375 | 58,038 | 294,700 | 13,325 | 9,566,300 |
| August | 1,018,790 | 4,290 | 2,580 | 5,680 | 72,844 | 336,055 | 17,265 | 7,518,300 |
| September | 569,660 | 9,635 | 1,710 | 5,120 | 77,262 | 445,870 | 21,565 | 7,651,100 |
| October | 621,710 | 24,050 | 1,790 | 37,920 | 54,562 | 433,670 | 22,485 | 10,383,300 |
| November | 539,370 | 17,170 | 1,790 | 78,174 | 71,424 | 373,830 | 13,125 | 8,673,300 |
| December | 944,820 | 35,960 | 1,640 | 88,114 | 66,248 | 456,840 | 18,620 | 10,869,900 |
| Total | 10,789,410 | 122,245 | 32,045 | 481,766 | 980,497 | 4,309,645 | 177,030 | 138,225,000 |
| By Railroad | 10,735,800 | 122,245 | 29,670 | 481,766 | 980,807 | 4,300,710 | 176,050 | 138,223,000 |
| “ River | 3,610 | ..... | 2,375 | ..... | ..... | 8,935 | 980 | ..... |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1914—Continued.

| DATE—1914. | Lead, Pigs. | LUMBER. | | LIVE STOCK—HEAD. | | | | MDS&L & SUNDRIES. | |
|------------------|----------------|---------|-------------|------------------|-----------|--------|-------------------------|-------------------|---------|
| | | Cars. | M. Feet. | Cattle. | Hogs. | Sheep. | Horses and Mules. | Packages. | Cars. |
| January..... | 174,780 | 10,877 | ..... | 19,904 | 149,284 | 3,052 | 26,217 | 4,178,600 | 37,340 |
| February..... | 158,840 | 9,813 | ..... | 14,609 | 134,331 | 1,288 | 14,671 | 4,151,200 | 33,415 |
| March..... | 184,310 | 11,340 | 80 | 18,094 | 108,377 | 2,181 | 13,688 | 4,998,400 | 40,640 |
| April..... | 222,270 | 11,346 | 144 | 14,177 | 88,228 | 1,749 | 12,044 | 4,817,000 | 38,905 |
| May..... | 179,450 | 11,768 | 239 | 19,074 | 74,647 | 3,854 | 9,219 | 4,619,460 | 37,650 |
| June..... | 209,070 | 12,347 | 171 | 32,752 | 45,851 | 10,532 | 6,613 | 4,917,500 | 40,455 |
| July..... | 186,940 | 11,999 | 144 | 40,768 | 47,279 | 4,895 | 8,570 | 4,794,320 | 39,525 |
| August..... | 184,610 | 11,906 | 177 | 35,222 | 55,822 | 6,945 | 4,112 | 4,729,670 | 40,190 |
| September..... | 209,240 | 11,288 | 189 | 45,885 | 87,088 | 6,656 | 7,268 | 4,476,540 | 38,350 |
| October..... | 201,550 | 11,143 | 294 | 53,981 | 112,412 | 4,742 | 10,104 | 4,302,260 | 38,640 |
| November..... | 169,920 | 9,702 | 117 | 11,793 | 28,087 | 808 | 16,298 | 3,727,420 | 32,980 |
| December..... | 150,870 | 9,285 | 32 | 13,496 | 37,818 | 278 | 23,402 | 3,820,400 | 32,075 |
| Total..... | 2,231,800 | 132,396 | 1,587 | 817,745 | 1,016,172 | 46,794 | 147,205 | 53,532,770 | 451,135 |
| By Railroad..... | 2,231,190 | 132,298 | ..... | 816,748 | 1,016,187 | 46,624 | 145,789 | 52,679,270 | 451,135 |
| River..... | 610 | ..... | 1,587 | 997 | 85 | 100 | 1,416 | 853,500 | ..... |

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1914—Continued.

| Date—1914. | Oats, Bushels | ONIONS | | Pig Iron, Tons. | PORK PRODUCT. | | |
|-------------------|------------------|---------|-------|-----------------------|---------------|-------------|------------|
| | | Pkgs. | Cars | | Hams, Lbs. | Meats, Lbs. | Lard, Lbs. |
| January | 2,209,830 | 48,130 | 36 | 15,430 | 643,000 | 23,580,100 | 7,151,900 |
| February | 1,502,040 | 39,510 | 27 | 15,080 | 711,900 | 22,663,400 | 6,368,300 |
| March | 2,204,070 | 37,900 | 39 | 19,130 | 1,173,300 | 22,162,250 | 6,473,450 |
| April | 1,728,610 | 97,440 | 102 | 17,760 | 1,976,400 | 20,889,000 | 6,628,300 |
| May | 1,598,270 | 370,490 | 90 | 14,645 | 1,539,800 | 20,058,200 | 6,138,700 |
| June | 1,529,800 | 159,830 | 6 | 16,370 | 1,928,400 | 23,548,100 | 8,073,500 |
| July | 1,263,790 | 51,510 | 7 | 14,810 | 1,644,000 | 25,308,100 | 6,178,000 |
| August | 2,310,860 | 43,860 | 11 | 14,285 | 1,551,800 | 23,241,900 | 7,433,300 |
| September | 1,518,830 | 37,830 | 16 | 13,185 | 1,298,000 | 23,638,400 | 5,566,900 |
| October | 1,361,210 | 36,360 | 14 | 12,250 | 1,326,400 | 22,028,500 | 4,290,800 |
| November | 1,536,130 | 31,720 | 9 | 9,410 | 989,400 | 23,652,800 | 4,327,200 |
| December | 1,325,410 | 15,540 | 23 | 9,680 | 1,269,000 | 17,762,800 | 4,584,600 |
| Total | 20,116,250 | 963,120 | 380 | 171,975 | 16,048,300 | 268,542,550 | 73,212,950 |
| By Railroad. | 20,063,960 | 960,230 | 380 | 171,975 | 15,979,100 | 268,016,900 | 73,017,300 |
| " River | 52,290 | 2,890 | ..... | ..... | 69,700 | 525,650 | 195,650 |

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1914—Concluded.

| DATE—1914. | POTATOES. | | Eye Bushels. | Wheat, Bushels. | Wool, Pounds. | Zinc and Spelter, Blanks. |
|-------------------|-----------|----------|--------------|-----------------|---------------|---------------------------|
| | Pkgs. | Bushels. | | | | |
| January | 167,270 | 70,300 | 10,880 | 2,039,780 | 4,197,700 | 280,380 |
| February | 139,240 | 58,880 | 13,710 | 1,598,960 | 1,774,500 | 266,550 |
| March | 159,480 | 69,740 | 2,870 | 1,841,190 | 2,094,600 | 322,460 |
| April | 78,500 | 37,250 | 7,490 | 1,420,120 | 2,188,900 | 329,540 |
| May | 66,180 | 27,840 | 12,060 | 1,243,470 | 2,963,800 | 288,760 |
| June | 215,720 | 178,170 | 9,150 | 618,420 | 3,729,900 | 388,700 |
| July | 87,630 | 37,980 | 29,280 | 2,942,840 | 4,592,600 | 311,430 |
| August | 62,540 | 13,290 | 53,470 | 3,213,060 | 2,614,700 | 433,380 |
| September | 79,840 | 7,380 | 44,740 | 2,108,780 | 2,303,600 | 461,040 |
| October | 121,010 | 55,960 | 18,920 | 1,988,970 | 2,813,300 | 359,530 |
| November | 146,330 | 31,540 | 40,860 | 3,249,940 | 1,727,500 | 398,510 |
| December | 98,880 | 19,690 | 44,770 | 3,356,460 | 1,242,700 | 313,920 |
| Total | 1,412,120 | 607,810 | 288,130 | 25,628,870 | 32,743,300 | 4,025,150 |
| By Railroad | 1,383,790 | 607,810 | 288,130 | 25,628,870 | 32,743,300 | 4,025,150 |
| " River | 18,330 | ..... | ..... | ..... | ..... | ..... |

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGON AND STOCK DRIVEN IN 1914.

| By Railroad, River, Etc. | Apples. | | Barley. Bushels. | Butter, Pounds. | Fresh Beef, Pounds. | Bran and Shipstuf. Sacks. | | Cars in Bulk. |
|---|----------------|----------------|---------------------|--------------------|---------------------------|---------------------------------|--|------------------|
| | Bbls. | Boxes. | | | | | | |
| Chicago & Alton R. R., Mo. Div. | 12,800 | 17,300 | 17,600 | 21,400 | 17,370,800 | 1,700 | | |
| Missouri Pacific Ry. | 29,980 | 7,930 | 11,000 | 815,840 | 75,040 | 501,010 | | 22 |
| St. L. & San Francisco R. R. | 29,980 | 17,930 | 25,590 | 1,645,500 | 20,475,000 | | | 9 |
| Wabash R. R. (West) | 13,650 | 171,980 | 162,400 | 8,224,560 | 16,367,500 | 158,400 | | 82 |
| Chicago, Rock Island & Pacific Ry. | 1,200 | 1,980 | 40,000 | 8,224,560 | 16,367,500 | 16,700 | | 1 |
| Missouri, Kansas & Texas Ry. | 10,270 | 1,760 | 1,200 | 816,280 | 13,039,400 | 12,800 | | 13 |
| St. Louis Southwestern Ry. | 650 | | | | | | | |
| St. L. I. M. & S. Ry. (Ill. Div.) | 1,010 | 200 | | 20,000 | 749,500 | 800 | | 1 |
| Illinois Central R. R. | 900 | | | 22,830 | 23,240,300 | 91,120 | | 40 |
| Louisville, Henderson & St. Louis R. R. | | 760 | 30,400 | 382,280 | | | | |
| Louisville & Nashville R. R. | | | | 1,560 | | | | |
| Mobile & Ohio R. R. | 40 | 200 | | 13,740 | | 3,730 | | |
| Southern Ry. | 3,760 | 200 | | | | | | |
| Baltimore & Ohio Southwestern R. R. | 16,640 | | | | | | | |
| Chicago & Alton R. R. | 4,730 | 610 | 986,800 | 198,300 | 8,305,800 | 3,880 | | |
| Cleveland, Cin., Chi. & St. Louis Ry. | | | | | | | | |
| Vandalia R. R. | 17,490 | 6,900 | | | | | | |
| Wabash R. R. (East) | 6,940 | 20 | 9,600 | 8,216,620 | 72,900 | 400 | | |
| Toledo, St. Louis & Western R. R. | 3,360 | | | | 1,083,300 | | | |
| Chicago, Peoria & St. Louis Ry. | 3,190 | 2,660 | 298,840 | | 827,400 | | | |
| Chicago, Burl. & Quincy Ry. (East) | 2,560 | 400 | 103,800 | 16,640 | | 35,530 | | |
| Chicago, Burl. & Quincy Ry. (West) | 6,320 | 19,840 | 692,000 | 1,042,920 | | | | |
| Chicago & Eastern Illinois R. R. | | | 150 | | 15,380 | | | |
| St. Louis, Troy & Eastern Ry. | | | 11,200 | | | | | 45 |
| Illinois Traction System | | | | | | | | |
| Litchfield & Madison R. R. | 118,690 | 90 | | 4,150 | | | | |
| Upper Mississippi River | 1,510 | | | 62,150 | | | | |
| Lower Mississippi River | 83,140 | 130 | | 2,500 | | | | |
| Illinois River | | | | | | | | |
| Missouri River | | | | 50 | | | | |
| Ohio, Cumberland & Tennessee Rivers, | | | | 2,942,015 | | | | |
| Express | | | | | | | | |
| Total | 335,900 | 231,650 | 2,390,580 | 24,614,465 | 101,849,620 | 826,070 | | 293 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| By Railroad, River, Etc. | COAL, Tons. | CORN, Bushels. | KAFFIR CORN, MILLO MAIZE, Bushels. | COTTON. | |
|--|----------------|-------------------|--|------------------|--------------------|
| | | | | Bales, Local. | Bales, Through. |
| Chicago & Alton R. R., Mo. Div. | | 14 400 | 2 400 | 601 | 2 112 |
| Missouri Pacific R. R. | | 1,077 600 | 4 800 | 27 991 | 24 226 |
| St. L. & San Francisco R. R. | | 84 000 | 51 600 | 956 | 1 162 |
| Wabash R. R. (West) | 106 939 | 2,077 200 | 262 700 | 6 105 | 9 540 |
| Chicago, Rock Island & Pacific Ry. | | 54 800 | 54 800 | 5 928 | 27 794 |
| Missouri, Kansas & Texas Ry. | | 24 000 | 79 200 | 13 184 | 93 776 |
| St. Louis Southwestern Ry. | | | | 11 885 | 4 810 |
| St. L., I. M. & S. Ry. | 613 429 | 48 000 | 12 000 | 14 275 | 286 514 |
| St. L., I. M. & S. Ry. (Ill. Div.) | 1 513 210 | 11 800 | 2 400 | 3 573 | 203 |
| Illinois Central R. R. | | 2 798 400 | | | |
| Louisville, Henderson & St. Louis R. R. | | | | | |
| Louisville & Nashville R. R. | 390 713 | 1 200 | | 329 | 3 |
| Mobile & Ohio R. R. | 191 078 | 9 600 | | 3 715 | 39 762 |
| Southern Ry. | 791 822 | 4 800 | | 104 | 100 |
| Baltimore & Ohio Southwestern R. R. | 694 495 | 134 400 | | | |
| Chicago & Alton R. R. | | 1,582 800 | 1 200 | | |
| Cleveland, Cin., Chi. & St. Louis Ry. | | 61 200 | | | |
| Vandalia R. R. | 98 937 | 1,582 800 | | | |
| Wabash R. R. (East) | 611 355 | 405 600 | 1 200 | | |
| Toledo, St. Louis & Western R. R. | 235 308 | 3 178 800 | | | |
| Chicago, Peoria & St. Louis Ry. | 50 320 | 42 000 | | | |
| Chicago, Burl. & Quincy Ry. (East) | | 1 304 400 | | | |
| Chicago, Burl. & Quincy Ry. (West) | | 812 400 | 1 200 | | |
| Chicago & Eastern Illinois R. R. | | 2 680 800 | 19 200 | | |
| St. Louis, Troy & Eastern Ry. | 415 703 | 111 600 | 1 200 | | |
| Illinois Traction System | 704 051 | 6 000 | | | |
| Litchfield & Madison R. R. | 38 520 | 337 200 | | | |
| St. Louis & O'Fallon Ry. | 610 774 | | | | |
| St. Louis & Belleville Electric Ry. | 564 373 | | | | |
| East St. Louis & Suburban Ry. | 173 710 | | | | |
| Upper Mississippi River | 230 150 | 550 | | 2 234 | |
| Lower Mississippi River | | 2 275 | | | |
| Illinois River | | | | | |
| Missouri River | | | | | |
| Ohio, Cumberland & Tennessee Rivers, Wagon. | 16 200 | 200 000 | | 10 | |
| Total | 8 051 088 | 17 105 825 | 500 000 | 90 890 | 490 002 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| By Railroad, River, Etc. | Coke, Tons. | Eggs. | | Flax Seed, Bushels, Bulk. | Flour, Barrels. | Hay. | | Hides, Pounds. |
|--|----------------|---------------------|-----------------------|------------------------------------|--------------------|-----------------|-------------------|-------------------|
| | | Packages, Local. | Packages, Through. | | | Local, Tons. | Through, Tons. | |
| Chicago & Alton R. R., Mo. Div. | | 9,023 | 2,000 | | 159,610 | 3,405 | 10,030 | 8,254,300 |
| Missouri Pacific Ry. | | 8,250 | 75,471 | | 691,980 | 20,145 | 12,750 | 2,056,000 |
| St. L. & San Francisco R. R. | | 64,683 | 258,959 | | 198,190 | 2,290 | 2,070 | 6,045,400 |
| Wabash R. R. (West) | | 54,531 | 63,449 | | 292,900 | 12,780 | 26,135 | 15,430,600 |
| Chicago, Rock Island & Pacific Ry. | | 23,157 | 11,140 | | 605,115 | 2,420 | 1,660 | 5,170,800 |
| Missouri, Kansas & Texas Ry. | | 32,904 | 140,822 | 2,400 | 39,490 | 4,355 | 4,055 | 8,317,100 |
| St. Louis Southwestern Ry. | | 182 | 902 | | | 60 | 280 | 112,900 |
| St. L., I. M. & S. Ry. | 40 | 8,536 | 14,671 | | 7,940 | 525 | 1,820 | 2,315,700 |
| St. L., I. M. & S. Ry. (Ill. Div.) | 2,550 | 941 | 4,344 | | 3,650 | 85 | 40 | 8,711,900 |
| Illinois Central R. R. | 4,575 | | | | 4,980 | 20,655 | 265 | 861,700 |
| Louisville, Henderson & St. Louis R.R. | 13,899 | 3,240 | | | | | | 42,300 |
| Louisville & Nashville R. R. | | 4,350 | 10,473 | | 1,640 | 15 | 10 | 69,100 |
| Mobile & Ohio R. R. | | | | | | 485 | 65 | 2,500 |
| Southern Ry. | 42,772 | | | | 27,980 | 145 | | |
| Baltimore & Ohio Southwestern R. R. | 5,440 | | | | 36,410 | 2,200 | | 397,600 |
| Chicago & Alton R. R. | 205 | 2,091 | 800 | | 402,935 | 28,550 | 2,325 | 1,610,900 |
| Cleveland, Cin., Chi. & St. Louis Ry. | 1,170 | 39 | | | 1,890 | 7,290 | 40 | |
| Vandalia R. R. | 57,410 | 1,033 | 7,055 | | 87,960 | 6,640 | 420 | |
| Wabash R. R. (East) | 11,115 | 14,138 | | | 103,740 | 10,555 | 2,980 | |
| Toledo, St. Louis & Western R. R. | 25 | 59 | | | 21,350 | 3,275 | 1,580 | |
| Chicago, Peoria & St. Louis Ry. | | | | | 14,900 | 15,965 | 515 | |
| Chicago, Burl. & Quincy Ry. (East) | | | 1,200 | | 343,410 | 3,705 | 14,950 | 323,100 |
| Chicago, Burl. & Quincy Ry. (West) | | 1,630 | | | 208,900 | 56,505 | 3,540 | 172,880 |
| Chicago & Eastern Illinois R. R. | 30 | 6,643 | | | 190,780 | 470 | 5,645 | |
| St. Louis, Troy & Eastern Ry. | | 254 | | | 73,760 | 43 | 30 | |
| Illinois Traction System | 40 | | | | | 10 | | |
| Litchfield & Madison R. R. | | | | | | | | |
| Upper Mississippi River | | 5,582 | | | 30 | | | 23,350 |
| Lower Mississippi River | | 9,562 | | | 10 | | | 127,850 |
| Illinois River | | 1,616 | | | 24,110 | | | 6,700 |
| Missouri River | | | | | | | | 200 |
| Ohio, Cumberland & Tennessee Rivers, | | 33 | | | | | | 400 |
| Express | | 630,410 | | | | | | |
| Total | 139,296 | 882,986 | 591,286 | 2,400 | 3,514,750 | 200,575 | 91,205 | 64,589,280 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| By Railroad, River, Etc. | Lead. Pigs. | Live Stock. | | | | Lumber. | | |
|---|------------------|------------------|------------------|-----------------|----------------------------|----------------|------------|--------------|
| | | Cattle, Head. | Hogs, Head. | Sheep, Head. | Horses and Mules, Head. | Cars. | M Feet | |
| Chicago & Alton R. R., Mo. Div. | 870 | 45,663 | 133,164 | 37,790 | 4,288 | 290 | 5,082 | ..... |
| Missouri Pacific Ry. | 154,980 | 68,227 | 224,695 | 116,163 | 20,275 | 5,082 | 24,422 | ..... |
| St. L. & San Francisco R. R. | 200,140 | 142,697 | 387,547 | 77,572 | 8,908 | 712 | ..... | ..... |
| Wabash R. R. (West) | 187,320 | 66,543 | 279,091 | 150,933 | 26,619 | 712 | ..... | ..... |
| Chicago, Rock Island & Pacific Ry. | 600 | 20,248 | 58,445 | 19,080 | 5,965 | 712 | ..... | ..... |
| Missouri, Kansas & Texas Ry. | ..... | 107,789 | 105,085 | 38,775 | 11,768 | 4,031 | ..... | ..... |
| St. Louis Southwestern Ry. | ..... | 17,284 | 41,917 | 1,329 | 5 | 22,032 | ..... | ..... |
| St. L., I. M. & S. Ry. | 1,384,320 | 108,467 | 133,369 | 13,339 | 1,190 | 21,267 | ..... | ..... |
| St. L., I. M. & S. Ry. (Ill. Div.) | 1,342,160 | 81,953 | 22,142 | 15,583 | 1,249 | 56,336 | ..... | ..... |
| Illinois Central R. R. | ..... | 85,335 | 131,381 | 19,612 | 2,908 | 8,544 | ..... | ..... |
| Louisville, Henderson & St. Louis R. R. | 4,590 | 125 | ..... | 530 | 53 | 568 | ..... | ..... |
| Louisville & Nashville R. R. | ..... | 44,677 | 39,027 | 71,870 | 3,982 | 1,190 | ..... | ..... |
| Mobile & Ohio R. R. | ..... | 93,011 | 59,865 | 17,867 | 746 | 35,174 | ..... | ..... |
| Southern Ry. | ..... | 8,679 | 19,870 | 10,500 | 806 | 1,170 | ..... | ..... |
| Baltimore & Ohio Southwestern R. R. | ..... | 10,537 | 18,645 | 7,384 | 1,477 | 52 | ..... | ..... |
| Chicago & Alton R. R. | 12,650 | 26,167 | 260,605 | 15,603 | 4,643 | 392 | ..... | ..... |
| Cleveland, Cin., Chi. & St. Louis Ry. | ..... | 6,700 | 20,016 | 3,004 | 2,825 | ..... | ..... | ..... |
| Vandalia R. R. | 250,620 | 16,168 | 26,014 | 6,817 | 2,850 | 125 | ..... | ..... |
| Wabash R. R. (East) | 4,600 | 8,933 | 56,049 | 6,063 | 5,436 | 623 | ..... | ..... |
| Toledo, St. Louis & Western R. R. | ..... | 4,614 | 13,159 | 2,763 | 1,034 | ..... | ..... | ..... |
| Chicago, Peoria & St. Louis Ry. | ..... | 8,554 | 53,071 | 16,014 | 824 | 635 | ..... | ..... |
| Chicago, Burl. & Quincy Ry. (East) | 63,000 | 72,110 | 606,069 | 119,243 | 42,945 | 4,442 | ..... | ..... |
| Chicago, Burl. & Quincy Ry. (West) | 5,060 | 8,641 | 107,796 | 19,243 | 4,708 | 543 | ..... | ..... |
| Chicago & Eastern Illinois R. R. | 600 | 336 | 708 | 504 | ..... | 1 | ..... | ..... |
| St. Louis, Troy & Eastern Ry. | ..... | 46 | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Traction System | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Litchfield & Madison R. R. | ..... | 1,157 | 10,931 | 396 | 43 | ..... | ..... | ..... |
| Upper Mississippi River | ..... | 4,919 | 23,247 | 4,846 | 336 | ..... | ..... | ..... |
| Lower Mississippi River | ..... | 1,488 | 19,478 | 1,757 | 28 | ..... | ..... | ..... |
| Illinois River | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Missouri River | ..... | 233 | 1,175 | 129 | 1 | ..... | ..... | ..... |
| Ohio, Cumberland & Tennessee Rivers | ..... | 13,060 | 15,421 | 2,309 | 3,765 | ..... | ..... | ..... |
| Driven | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| TOTAL | 3,611,510 | 1,073,386 | 2,871,558 | 777,776 | 162,360 | 188,356 | 612 | ..... |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| By Railroad, River, Etc. | Merchandise and Sundries. | | Onions. | Pig Iron. | Pork Product. | |
|--|---------------------------|----------------|-------------------|--------------|-------------------|-------------------|
| | Packages. | Cars. | Sacks and Crates. | Tons. | Lbs. Meats. | Lbs. Lard. |
| Chicago & Alton R. R., Mo. Div. | 769,670 | 3,389 | 25,500 | 750 | 6,546,900 | 1,840,700 |
| Missouri Pacific Ry. | 314,520 | 39,707 | 1,618,400 | 1,520 | 10,291,300 | 2,872,000 |
| St. L. & San Francisco R. R. | 766,450 | 37,650 | 176,800 | 14 | 12,979,400 | 46,700 |
| Wabash R. R. (West) | 189,550 | 2,963 | 4,061,300 | 4 | 1,692,800 | 3,269,000 |
| Chicago, Rock Island & Pacific Ry. | 240,790 | 10,725 | 219,300 | 1 | 21,700 | 2,355,700 |
| Missouri, Kansas & Texas Ry. | 275,605 | 1,698 | 105,400 | 19 | 20,000 | |
| St. Louis Southwestern Ry. | 1,069,190 | 1,942 | 1,700 | | | |
| St. L., I. M. & S. Ry. | 11,284 | 11,284 | 6,500 | 3,120 | | 90,000 |
| St. L., I. M. & S. Ry. (Ill. Div.) | 423,040 | 10,455 | 1,700 | 4 | 946,800 | 882,150 |
| Louisville, Cincinnati & St. Louis R. R. | 439,940 | 25,252 | 779,350 | 57,255 | 335,500 | 600 |
| Louisville, Nashville & St. Louis R. R. | 1,985,800 | 2,895 | | 1,835 | | |
| Mobile & Nashville R. R. | 1,197,670 | 16,585 | | 81,870 | | |
| Southern Ry. | 1,052,402 | 13,082 | 5,100 | 32,822 | 200 | |
| Baltimore & Ohio Southwestern R. R. | 1,051,380 | 18,166 | | 17,942 | | |
| Chicago & Alton R. R. | 697,600 | 20,353 | 1,800 | 7,335 | 61,300 | 485,300 |
| Cleveland, Cin., Chi. & St. Louis Ry. | 883,870 | 13,203 | 1,630 | 30,305 | 3,407,800 | 30,000 |
| Vandalia R. R. (East) | 1,690,470 | 35,541 | 89,230 | 6,015 | 5,478,500 | 483,100 |
| Toledo, St. Louis & Western R. R. | 620,730 | 23,489 | 33,560 | 16,680 | 16,896,400 | 484,600 |
| Chicago, Peoria & Quincy Ry. | 130,940 | 14,409 | 3,860 | 5,770 | 1,884,800 | |
| Chicago, Burl. & Quincy Ry. (East) | 580,070 | 2,790 | 1,809,800 | 18,435 | 16,676,500 | 1,221,900 |
| Chicago, Burl. & Quincy Ry. (West) | 829,840 | 3,940 | 2,725,100 | 30 | 1,381,700 | 1,221,900 |
| Chicago & Eastern Illinois R. R. | 813,410 | 4,075 | 6,458,300 | 42 | 1,490,900 | 124,200 |
| St. Louis, Troy & Eastern Ry. | 2,177 | 5 | 42,100 | 26 | | |
| Illinois Traction System | 2,610 | | 222,700 | | | |
| Litchfield & Madison R. R. | 51,300 | | | | | |
| Upper Mississippi River | 62,110 | | 130 | | 396,800 | 8,300 |
| Lower Mississippi River | 13,380 | | 700 | | 3,900 | 1,100 |
| Illinois River | 1,670 | | | | 87,400 | 6,400 |
| Missouri River | 13,040 | | | | 100 | |
| Ohio, Cumberland & Tennessee Rivers. | | | | | | |
| Wagon | | | 200,000 | | | |
| TOTAL | 16,444,367 | 340,755 | 24,944,650 | 1,500 | 79,894,700 | 14,182,350 |

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1914—Concluded.

| By RAILROAD, River, Etc. | POTATOES. | | RYE. Bushels. | WHEAT. Bushels. | WOOL. Pounds. | ZINC AND SPELTER Slabs. |
|---|-----------------------|--------------|------------------|--------------------|-------------------|-------------------------------|
| | Sacks and Barrels. | Cars. | | | | |
| Chicago & Alton R. R., Mo. Div. | 12,640 | 5 | 2,200 | 920,379 | 2,635,500 | 138,785 |
| Missouri Pacific Ry. | 2,200 | 1 | 21,100 | 9,583,050 | 538,110 | 538,110 |
| St. L. & San Francisco R. R. | 34,870 | 22 | 3,300 | 3,072,000 | 837,020 | 1,171,940 |
| Wabash R. R. (West) | 2,310 | 482 | 77,500 | 5,197,200 | 15,063,100 | 3,280 |
| Chicago, Rock Island & Pacific Ry. | 2,170 | 33 | 3,300 | 2,018,400 | 261,600 | 700 |
| Missouri, Kansas & Texas Ry. | 47,450 | 5 | | 3,460,800 | 791,390 | 2,078,230 |
| St. Louis Southwestern Ry. | 490 | 4 | | 108,000 | 13,900 | 161,400 |
| St. L., I. M. & S. Ry. | 360 | 641 | 3,300 | 30,000 | | |
| St. L., I. M. & S. Ry. (Ill. Div.) | 6,280 | 1 | 8,800 | 30,000 | | |
| Illinois Central R. R. | 68,975 | 22 | 5,500 | 110,400 | | |
| Louisville, Henderson & St. Louis R. R. | 6,430 | | | | | |
| Louisville & Nashville R. R. | 47,840 | | | | | |
| Mobile & Ohio R. R. | 200 | 4 | | 9,600 | 2,000 | |
| Southern Ry. | | 14 | | 26,400 | | |
| Baltimore & Ohio Southwestern R. R. | | 30 | | 24,000 | | |
| Chicago & Alton R. R. | 4,320 | | | 48,000 | 32,100 | 7,350 |
| Cleveland, Cin., Chi. & St. Louis Ry. | 170,570 | 64 | 21,650 | 419,325 | 100 | |
| Vandalia R. R. | | | | 40,800 | | |
| Wabash R. R. (East) | 109,390 | 185 | | 74,400 | | |
| Toledo, St. Louis & Western R. R. | 291,980 | 267 | 23,100 | 366,000 | 39,600 | 920 |
| Chicago, Peoria & St. Louis Ry. | 890 | | | 61,200 | | |
| Chicago, Burl. & Quincy Ry. (East) | 18,170 | 101 | 16,600 | 510,000 | | |
| Chicago, Burl. & Quincy Ry. (West) | 60,965 | 72 | 12,200 | 1,455,600 | 100 | |
| Chicago & Eastern Illinois R. R. | 216,020 | 178 | 189,000 | 4,429,200 | 1,139,750 | 3,270 |
| St. Louis, Troy & Eastern Ry. | 109,150 | 1 | 1,100 | 894,400 | 100 | |
| Illinois Traction System. | | | | 74,400 | | |
| Litchfield & Madison R. R. | | | | 57,600 | | |
| Upper Mississippi River | | | 350 | 173,895 | 42,700 | |
| Illinois River | 5 | | | 50,113 | 294,600 | |
| Missouri River | 947 | | | 14,713 | 26,400 | |
| Ohio, Cumberland & Tennessee Rivers. | 10 | | | 47,664 | 8,000 | |
| Wagon | | | | 300,008 | | |
| TOTAL | 1,214,632 | 2,127 | 389,000 | 33,569,047 | 21,147,980 | 4,103,985 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1914.

| BY RAILROAD. | APPLS. | | Barley, Bushels. | Beef, Fresh, Pounds. | BRAN. | | Butter, Pounds, (Not Oleo.) | Coal, Tons. |
|---------------------------------------|----------|---------|---------------------|----------------------------|-----------|----------------|-----------------------------------|----------------|
| | Barrels. | Boxes. | | | Sacks. | Cars, Bulk. | | |
| Chicago & Alton R. R., Mo. Div. | 3,900 | 10 | 320 | 2,982,800 | 24,080 | 1 | 378,700 | 293,850 |
| Missouri Pacific R. R. | 50,040 | 730 | 320 | 663,000 | 3,370 | 3 | ..... | 188,059 |
| Chicago, Rock Island & Pacific R. R. | 1,930 | 3,920 | ..... | ..... | 19,700 | ..... | ..... | 180,975 |
| St. L. & San Francisco R. R. | 1,780 | 1,890 | 81,080 | 169,700 | 19,700 | 3 | ..... | 126,865 |
| Missouri, Kansas & Texas R. R. | 2,320 | 1,880 | ..... | ..... | 19,700 | ..... | ..... | 11,120 |
| St. Louis Southwestern Ry. | 14,440 | 5,230 | ..... | 139,000 | ..... | ..... | ..... | ..... |
| St. L. I. M. & S. R. R. | 1,740 | ..... | 20,050 | 251,400 | 98,410 | 16 | ..... | 90,805 |
| St. L. I. M. & S. R. R. (Ill. Div.) | 25,830 | 135,460 | 40,570 | 82,500 | 25,170 | 21 | 25,480 | 182,220 |
| Illinois Central R. R. | 25,820 | 1,280 | 58,390 | 19,422,900 | 153,800 | 47 | 1,472,830 | 9,880 |
| Louisville, Henderson & St. Louis Ry. | 5,100 | 7,940 | 3,370 | 6,091,600 | 20,200 | ..... | 13,330 | ..... |
| Louisville & Nashville R. R. | 7,720 | 9,310 | 14,550 | 10,997,200 | 140,930 | ..... | 53,000 | 60 |
| Mobile & Ohio R. R. | 1,070 | 10,780 | 14,840 | 3,162,600 | 214,940 | 15 | 2,453,650 | 2,425 |
| Southern Railway | 1,920 | 80 | 68,950 | 3,562,200 | 265,550 | 4 | 49,110 | 1,830 |
| Baltimore & Ohio Southwestern R. R. | 7,440 | 1,130 | 43,010 | 5,880,000 | 59,050 | ..... | 640,000 | ..... |
| Chicago & Alton R. R. | 28,970 | 5,280 | 3,240 | 52,821,000 | 1,700 | ..... | 330,560 | 51,160 |
| Cleveland, Chicago & St. Louis R. R. | 8,520 | ..... | ..... | 39,151,000 | 16,220 | 119 | 235,390 | ..... |
| Chicago & Eastern Illinois R. R. | 10,740 | 16,140 | 9,470 | 59,131,800 | 20,120 | ..... | 20,480 | 19,925 |
| Vandalia R. R. (East) | 31,060 | 23,160 | 1,060 | 42,767,400 | 151,630 | 13 | 175,960 | 2,585 |
| Toledo, St. Louis & Western R. R. | ..... | ..... | ..... | 66,678,400 | 269,940 | 17 | 2,974,320 | 126,470 |
| Chicago, Peoria & St. Louis R. R. | 1,720 | 1,730 | ..... | 58,227,300 | 480 | ..... | 23,600 | 2,785 |
| Illinois Traction System | 320 | ..... | ..... | 82,000 | 1,225 | ..... | ..... | 80 |
| Litchfield & Madison R. R. | 1,110 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago, Burlington & Quincy (East) | ..... | ..... | ..... | ..... | ..... | ..... | 47,700 | 97,490 |
| Chicago, Burlington & Quincy (West) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 41,180 |
| St. Louis, Troy & Eastern Ry. | 207,030 | 224,540 | 360,230 | 338,422,700 | 1,487,265 | 259 | 8,894,110 | 1,992,155 |
| BY RIVER. | | | | | | | | |
| Upper Mississippi River | 60 | ..... | ..... | 28,600 | 1,310 | ..... | ..... | ..... |
| Lower Mississippi River | 1,620 | 630 | ..... | 80 | ..... | ..... | ..... | ..... |
| Illinois River | 20 | 40 | ..... | 2,000 | 770 | ..... | ..... | ..... |
| Missouri River | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ohio, Cumberland and Tennessee Rivers | ..... | 10 | ..... | ..... | 130 | ..... | ..... | ..... |
| Total by Rail and River | 208,730 | 225,220 | 360,230 | 338,453,300 | 1,489,545 | 259 | 8,894,110 | 1,992,155 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| BY RAILROAD. | Corn. Bushels. | Kear Corn. Milo Maize, Bushels. | Corn Meal, Barrels. | Cotton, Bales. | Eggs, Pkgs. | Flax Seed, Bush. Bulk. | Flour, Barrels. | Hay, Tons. |
|--|-------------------|---------------------------------------|---------------------------|-------------------|----------------|---------------------------------|--------------------|---------------|
| Chicago & Alton R. R., Mo. Div. | 20,340 | | | | | | 4,620 | 55 |
| Missouri Pacific R. R. | 142,690 | 1,430 | 300 | 156 | 14,832 | | 25,020 | 8,945 |
| Wabash R. R. (West) | 35,190 | | 2,190 | 366 | 3,271 | | 77,040 | 6,015 |
| Chicago, Rock Island & Pacific R. R. | 28,280 | | | | | | 77,280 | 6,305 |
| Chicago, San Francisco & Texas R. R. | 1,520,910 | | | | | | 64,300 | 11,910 |
| Missouri, Kansas & Texas R. R. | 1,08,290 | | | | 400 | | 64,300 | 11,910 |
| St. Louis Southwestern Ry. | 23,920 | | | | | | 37,010 | 1,365 |
| St. L. M. & S. R. R. | 1,331,890 | 5,320 | 8,550 | | | | 37,010 | 1,365 |
| St. L. M. & S. R. R. (Ill. Div.) | 178,650 | 1,060 | 9,790 | | 11,501 | | 237,180 | 19,870 |
| Illinois Central R. R. | 2,095,930 | 11,980 | 920 | | 196 | | 66,420 | 5,710 |
| Louisville, Henderson & St. Louis Ry. | 177,400 | 2,960 | | 4,846 | 67,371 | | 625,010 | 34,915 |
| Mobile & Ohio R. R. | 857,630 | | | 29,274 | | | 29,520 | 2,215 |
| Southern Railway | 1,919,280 | | 200 | 1,433 | 11,190 | | 160,810 | 11,020 |
| Baltimore & Ohio R. R. | 993,630 | | 670 | | 40,689 | | 692,580 | 15,085 |
| Chicago & Ohio Southwestern R. R. | 661,020 | 13,780 | 190 | 81,451 | 8,534 | | 249,380 | 8,995 |
| Chicago & Alton R. R., Ill. Div. | 93,170 | | | 26,640 | 82,090 | | 413,770 | 6,955 |
| Cleveland, Cincinnati, Chicago & St. Louis R. R. | | 5,720 | | 42,711 | 14,837 | | 842,170 | 3,230 |
| Chicago & Eastern Illinois R. R. | 15,810 | 2,080 | | 78,470 | 133,386 | | 128,770 | 8,880 |
| Vandalia R. R. | 93,380 | 25,780 | 6,080 | 36,325 | 176,298 | | 145,290 | 1,910 |
| Wabash R. R. (East) | 137,090 | 41,925 | | 20,408 | 89,155 | | 841,700 | 18,615 |
| Toledo, St. Louis & Western R. R. | 220,430 | 4,270 | 780 | 73,515 | 316,086 | | 315,260 | 6,045 |
| Chicago, Peoria & St. Louis R. R. | 69,410 | 5,940 | | 75,028 | 9,343 | | 330,480 | 2,885 |
| Illinois Traction System | | | | 10,724 | 822 | | 11,820 | 655 |
| Litchfield & Madison R. R. | 1,100 | | | 411 | | | 400 | 205 |
| Chicago, Burlington & Quincy (East) | | | | | 400 | | | |
| Chicago, Burlington & Quincy (West) | | | | | | | | |
| St. Louis, Troy & Eastern Ry. | 10,360 | | | | | | | 230 |
| Total by Rail. | 10,735,800 | 122,245 | 29,670 | 481,766 | 980,807 | | 4,300,710 | 176,050 |
| BY RIVER. | | | | | | | | |
| Upper Mississippi River | 2,010 | | 200 | | | | 1,120 | 385 |
| Lower Mississippi River | 580 | | 1,810 | | | | 4,385 | 190 |
| Illinois River | 750 | | 15 | | | | 340 | 375 |
| Missouri River | | | | | | | | |
| Ohio, Cumberland and Tennessee Rivers. | 270 | | 350 | | | | 3,090 | 40 |
| Total by Rail and River. | 10,739,410 | 122,245 | 32,045 | 481,766 | 980,807 | | 4,309,645 | 177,030 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| BY RAILROAD. | Hides, Pounds. | Lead, Pigs. | Lumber, Cords. | LIVE STOCK—HEAD. | | | | MDS. AND SUNDRIES. | | |
|---------------------------------------|-------------------|----------------|-------------------|------------------|-----------|--------|--------------------|--------------------|---------|--|
| | | | | Cattle. | Hogs. | Sheep. | Horses & Mules. | Packages. | | |
| Chicago & Alton R. R., Mo. Div. | 197,400 | 28,350 | 273 | 6,285 | 222 | 240 | 82 | 641,110 | 4,276 | |
| Missouri Pacific R. R. | | 950 | 2,150 | 6,287 | 1,239 | | 720 | 9,410,650 | 49,961 | |
| Wabash R. R. (West) | | 950 | 4,905 | 13,563 | 1,232 | | 1,958 | 9,990,070 | 29,548 | |
| Chicago, Rock Island & Pacific R. R. | | 150 | 471 | 3,029 | | 1,738 | 418 | | 27,635 | |
| St. L. & San Francisco R. R. | | 1,160 | 309 | 6,203 | 303 | 673 | 5,119 | 3,068,330 | 59,670 | |
| Missouri, Kansas & Texas R. R. | | | 194 | 4,079 | 222 | 257 | 331 | 3,148,510 | 12,083 | |
| St. Louis Southwestern Ry. | | | 35 | 179 | 8 | 321 | 238 | 10,300 | 23,729 | |
| St. L. M. & S. R. R. | 168,500 | 820 | 172 | 3,648 | | | 4,250 | 2,535,790 | 11,473 | |
| St. L. I. M. & S. R. R. (Ill. Div.) | 197,800 | | 207 | 2,039 | | 379 | 328 | | 13,138 | |
| Illinois Central R. R. | 2,402,900 | 105,390 | 8,039 | 11,946 | 520 | 560 | 15,305 | 923,600 | 21,330 | |
| Louisville, Henderson & St. Louis Ry. | 3,278,000 | 1,610 | 41 | | | | 10 | 186,010 | 2,442 | |
| Mobile & Ohio R. R. | 293,900 | 1,420 | 188 | 14,738 | 8,481 | 3,378 | 31,048 | 7,622,620 | 5,986 | |
| Illinois R. R. | 62,000 | | 110 | 2,866 | 3,611 | 843 | 9,032 | 2,467,620 | 22,837 | |
| Rehman & Ohio Southwestern R. R. | 18,702,700 | 13,620 | 3,066 | 2,260 | 324 | 3,167 | 887 | 2,922,910 | 19,568 | |
| Chicago & Alton R. R., St. Louis Ry. | 28,562,800 | 225,620 | 7,643 | 19,609 | 312,534 | 9,366 | 16,039 | 1,411,970 | 18,420 | |
| Chicago, O. & St. Louis R. R. | 12,500,000 | 311,860 | 20,099 | 72,894 | 119,996 | 11,820 | 12,720 | 759,760 | 13,237 | |
| Chicago, O. & Eastern Illinois R. R. | 17,321,300 | 699,390 | 16,546 | 24,510 | 51,563 | 1,162 | 16,001 | 25,500 | 13,237 | |
| Vandalia R. R. | 16,000,000 | 433,850 | 13,436 | 59,893 | 446,280 | 7,438 | 28,983 | 3,357,980 | 20,530 | |
| Wabash R. R. (East) | 18,000,000 | 433,850 | 13,436 | 59,893 | 446,280 | 7,438 | 28,983 | 3,357,980 | 20,530 | |
| Toledo, St. Louis & Western R. R. | 28,470,900 | 378,330 | 18,970 | 28,893 | 15,270 | 2,291 | 6,958 | 3,443,260 | 26,714 | |
| Chicago, Peoria & St. Louis R. R. | 4,245,700 | 160,140 | 17,570 | 18,971 | 48,447 | 2,586 | 2,586 | 381,390 | 10,942 | |
| Illinois Traction System | 4,309,400 | 15,030 | 12,533 | 6,311 | 502 | 314 | 189 | 180,900 | 15,261 | |
| Litchfield & Madison R. R. | | 3,050 | 91 | | | | | 633,710 | 3,420 | |
| Chicago, Burlington & Quincy (East) | 39,300 | 500 | 6,680 | 10,295 | 2,649 | 1,516 | 1,259 | 1,059,510 | 5,399 | |
| Chicago, Burlington & Quincy (West) | 18,500 | | 4,900 | 496 | | 137 | 30 | 4,377,760 | 22,935 | |
| St. Louis, Troy & Eastern Ry. | | | 37 | | 2,638 | | | | 725 | |
| Total by Rail..... | 128,228,000 | 2,231,190 | 132,298 | 316,748 | 1,016,137 | 46,624 | 145,789 | 52,679,270 | 451,165 | |
| BY RIVER. | | | | | | | | | | |
| Upper Mississippi River..... | | | | 585 | 5 | 100 | 335 | 235,700 | | |
| Lower Mississippi River..... | | | | 114 | 30 | | 674 | 464,000 | | |
| Illinois River..... | | 540 | | 247 | | | 180 | 76,000 | | |
| Missouri River..... | | 70 | | | | | | 40,100 | | |
| Ohio, Cumberland and Tennessee Rivers | | | | 51 | | | 227 | 37,700 | | |
| Total by Rail and River..... | 128,228,000 | 2,231,800 | 132,298 | 317,746 | 1,016,172 | 46,724 | 147,205 | 53,532,770 | 451,165 | |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1914—Continued.

| BY RAILROAD. | Oats, Bushels. | ONIONS. | | Pig Iron, Tons. | PORK PRODUCT. | | |
|---|-------------------|-----------|-------|--------------------|------------------|-------------------|------------------|
| | | Packages. | Cars. | | Hams, Pounds. | Meats, Pounds. | Lard, Pounds. |
| Chicago & Alton R. R., Mo. Div. | 6,820 | 980 | | 760 | | 894,500 | 194,900 |
| Missouri Pacific R. R. | 488,700 | 11,880 | 40 | 22,540 | 3,074,900 | 3,906,900 | 1,554,600 |
| Wabash R. R. (West) | 60,820 | 102,660 | 5 | 28,030 | | 2,613,400 | |
| Chicago, Rock Island & Pacific R. R. | 8,260 | 23,690 | 58 | 32,750 | | | |
| St. L. & San Francisco R. R. | 1,876,150 | 23,690 | 6 | 595 | 17,000 | 4,321,800 | 57,100 |
| Missouri, Kansas & Texas R. R. | 33,480 | 12,770 | 5 | 710 | | | |
| St. Louis Southwestern Ry. | 44,000 | 12,770 | 19 | 25 | | | |
| St. L. M. & S. R. R. | 1,017,870 | 1,590 | 1 | 440 | | 391,600 | |
| Illinois Central R. R. | 6,501,750 | 18,200 | 12 | 335 | | 3,426,000 | |
| Louisville, Henderson & St. Louis Ry. | 704,580 | 63,080 | 1 | 3 | | 3,092,700 | |
| Mobile & Ohio R. R. | 4,116,360 | 20,520 | 14 | 480 | 3,149,300 | 79,659,100 | 20,361,200 |
| Southern Railway | 1,688,290 | 1,490 | 19 | 50 | 61,700 | 7,331,100 | 3,322,800 |
| Chicago & Alton R. R. | 1,177,670 | 36,180 | | 3,670 | 12,500 | 13,038,300 | 7,428,400 |
| Baltimore & Ohio R. R. | 47,360 | 12,450 | | | 3,173,400 | 55,409,600 | 20,698,300 |
| Chicago & Alton R. R. | 187,000 | 210,220 | | 310 | 405,000 | 43,319,900 | 3,862,000 |
| Cleve., Cin., Chicago & St. Louis R. R. | 12,390 | 42,770 | 1 | 1,235 | 23,900 | 4,430,000 | 1,260,000 |
| Chicago & Eastern Illinois R. R. | 264,120 | 158,880 | 11 | 16,495 | 68,000 | 4,684,000 | 2,844,200 |
| Vandalia R. R. | 116,440 | 211,310 | 167 | 11,900 | 390,000 | | 66,900 |
| Wabash R. R. (East) | 178,680 | 7,040 | 4 | 40 | 3,649,500 | 2,102,700 | 2,034,800 |
| Toledo, St. Louis & Western R. R. | 38,550 | 4,310 | 3 | 575 | 1,258,600 | 15,209,000 | 4,040,300 |
| Chicago, Peoria & St. Louis R. R. | | | 10 | 3,430 | | 4,635,600 | 5,045,500 |
| Illinois Traction System, R. | | | | 2,985 | | 12,026,400 | |
| Litchfield & Madison R. R. | 4,900 | | | | 222,500 | 203,800 | 149,500 |
| Chicago, Burlington & Quincy (East) | | | | 5,450 | | | |
| Chicago, Burlington & Quincy (West) | 3,200 | | | 20,960 | | 11,038,300 | 60,000 |
| St. Louis, Troy & Eastern Ry. | | | | 18,960 | | 282,200 | |
| Total by Rail. | 20,063,990 | 960,230 | 380 | 171,975 | 15,979,100 | 268,016,900 | 73,017,300 |
| BY RIVER. | | | | | | | |
| Upper Mississippi River | 18,480 | 890 | | | 6,500 | 8,450 | 23,450 |
| Lower Mississippi River | 25,650 | 1,560 | | | 46,400 | 306,800 | 123,400 |
| Illinois River | 5,670 | 440 | | | 5,500 | 6,800 | 8,700 |
| Missouri River | | | | | | | |
| Ohio, Cumberland and Tennessee Rivers. | 2,460 | | | | 11,300 | 204,600 | 40,100 |
| Total by Rail and River. | 20,116,250 | 963,120 | 380 | 171,975 | 16,048,800 | 268,542,550 | 73,212,950 |

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1914—Concluded.

| BY RAILROAD. | POTATOES. | | Rye, Bushels. | Wheat, Bushels. | Wool, Pounds. | Zinc and Spelter, Slabs. |
|--|-----------|---------|------------------|--------------------|------------------|--------------------------------|
| | Pkgs. | Bush. | | | | |
| Chicago & Alton R. R., Mo. Div. | 1,380 | 1,710 | | 4,610 | | 2,550 |
| Missouri Pacific R. R. | 61,570 | 73,490 | | 20,460 | | 540 |
| Wabash R. R. (West) | 156,210 | 8,950 | | 90,480 | | |
| Chicago, Rock Island & Pacific R. R. | 1,000 | 66,170 | | 500 | | |
| St. L. & San Francisco R. R. | 219,870 | 62,020 | 9,890 | 309,940 | | |
| Missouri, Kansas & Texas R. R. | 14,270 | 1,010 | | 21,010 | | |
| St. Louis Southwestern Ry. | 124,520 | 10,270 | | 4,360 | | |
| St. L. I. M. & S. R. R. | 112,300 | 21,260 | 33,460 | 2,564,050 | | |
| St. L. I. M. & S. R. R. (Ill. Div.) | 139,020 | 25,050 | 10,750 | 330,810 | | |
| Illinois Central R. R. | 127,050 | 16,820 | 70,190 | 6,078,730 | | |
| Louisville, Henderson & St. Louis Ry. | 1,780 | 400 | 31,520 | 434,450 | | |
| Louisville & Nashville R. R. | 28,800 | 5,970 | 11,490 | 1,629,110 | | |
| Mobile & Ohio R. R. | 1,000 | 90,350 | 10,350 | 1,426,320 | | |
| Southern Railway | 11,090 | 1,100 | 57,180 | 4,206,750 | | |
| Baltimore & Ohio Southwestern R. R. | 66,700 | 1,100 | 2,870 | 2,786,570 | | |
| Chicago & Alton R. R. | 23,970 | 1,500 | 2,180 | 989,920 | | |
| Cleve., Cinn., Chicago & St. Louis R. R. | 63,970 | | | 1,384,450 | 2,844,500 | 33,250 |
| Chicago & Eastern Illinois R. R. | 14,350 | 169,550 | 1,510 | 800,940 | 10,700 | 582,980 |
| Vandalia R. R. | 65,390 | 7,730 | 27,340 | 731,820 | | 374,360 |
| Wabash R. R. (East) | 143,620 | 21,080 | 17,940 | 1,157,310 | 693,100 | 834,260 |
| Toledo, St. Louis & Western R. R. | 7,640 | 3,770 | 1,860 | 1,395,290 | 24,983,200 | 131,470 |
| Chicago, Peoria & Western R. R. | | 12,410 | | 252,870 | | 291,920 |
| Illinois Traction System | 4,390 | 200 | | | | 930,080 |
| Litchfield & Madison R. R. | | 2,000 | | 1,200 | | 29,990 |
| Chicago, Burlington & Quincy (East) | 4,040 | 3,900 | | | 21,700 | |
| Chicago, Burlington & Quincy (West) | 780 | 600 | | 3,000 | | |
| St. Louis, Troy & Eastern Ry. | | 500 | | | | |
| Total by Rail | 1,393,790 | 607,810 | 288,130 | 25,626,870 | 32,743,300 | 4,025,150 |
| BY RIVER. | | | | | | |
| Upper Mississippi River | 6,680 | | | | | |
| Lower Mississippi River | 9,280 | | | | | |
| Illinois River | 1,990 | | | | | |
| Missouri River | | | | | | |
| Ohio, Cumberland and Tennessee Rivers | 380 | | | | | |
| Total by Rail and River | 1,412,120 | 607,810 | 288,130 | 25,626,870 | 32,743,300 | 4,025,150 |

IN MEMORIAM.

Members of the Merchants' Exchange who Died during 1914.

| | |
|----------------------------------|-----------------|
| BAKER, EDWARD, | June 26th. |
| BALTZ, FRED L., | November 25th. |
| BARSTOW, CHAS. W., | March 28th. |
| BEISER, FRED, | July 1st. |
| BELZ, J. HERMAN, | April 12th. |
| BURKE, WM., | April 23rd. |
| BURR, CHAS. P., | July 24th. |
| CRAMER, GUSTAV, | July 16th. |
| CULLEN, MICHAEL J., | January 7th. |
| DONK, E. C., | October 9th. |
| GOENER, GEORGE, | March 9th. |
| GREEN, JAMES, | October 19th. |
| GRONE, ED., | November 18th. |
| GRIESEDIECK, HY., JR., | December 14th. |
| GROSSHEIDER, AUG. F., | January 28th. |
| HARTMAN, RUDOLPH, | March 2nd. |
| HILKE, CHRIST. H., | May 28th. |
| LEHMAN, MYER, | November 22nd. |
| MAFFITT, WM. C., | May 13th. |
| MEIER, THEO. G., | August 16th. |
| MEYER, GEO. F., | September 30th. |
| MCCLUNEY, JOHN H., | March 3rd. |
| MCCULLOCH, ROBERT, | September 28th. |
| RYCROFT, HERBERT E., | November 21st. |
| STANARD, E. O., | March 10th. |
| VOGELER, JULIUS, | June 17th. |
| WHITELAW, ROBERT H., | December 12th. |

MEMBERS

— OF THE —

Merchants' Exchange of St. Louis.

JANUARY 14th, 1915.

HONORARY MEMBERS.

MICHAEL McENNIS,
JESSE H. HOLMES,
FRANK GALENNIE,

ALEX. H. SMITH,
JOHN B. GANDOLFO,
E. S. WALTON.

ROBERT C. GREER.

NUMBER OF MEMBERS, 1,139.

| Name. | Firm. | Business. | Location. |
|----------------------------|------------------------------|--------------------|-------------------------------|
| Abraham, W. D. | W. D. Abraham & Co., | Hay and Grain. | East St. Louis, Ill. |
| Adam, Harry A. | Reed-Adam Co., | Feed, etc. | 341 Pierce Bldg. |
| Adams, C. M. | | | 4427 Morgan st. |
| Adams, Geo. A. | | Board of Trade, | Kansas City, Mo. |
| Adkins, James | United Railways Co., | Treasurer. | 3889 Park ave. |
| Aff, J. George, Jr. | F. W. Clemens Feed Co. | | 3357 Gravois ave. |
| Aid, Francis A. | W. H. Wright Grain Co., | Grain. | 1748 Pierce Bldg. |
| Akin, Thomas | | Commission. | 507 Bank of Com. Bldg. |
| Albers, Clifford H. | C. H. Albers | Com. Co. | 626 Pierce Bldg. |
| Albrecht, Victor | Eberle-Albrecht Flour | Co. | 218 S. Main st. |
| Albrecht, H. S. | Schoellhorn-Albrecht | Machine Company | 416 N. Main st. |
| Albrecht, J. F. | | Grain Broker. | 409 Cham. of Com. |
| Albrecht, Julius J. | Eberle-Albrecht Flour | Co. | 218 S. Main st. |
| Alcorn, J. W. | McLain-Alcorn Com. Co. | | 701 N. Third st. |
| Alexander, F. J. | | | |
| Allen, Geo. L. | Fulton Iron Works, | | 904 LaSalle Bldg. |
| Allen, Henry H. | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Allen, James H. | Allen-West Com. Co., | | 104 S. Main st. |
| Allen, J. Oran | Morton & Co., | Commission. | 510 Cham. of Com. |
| Allison, James W. | American French Belgian Co. | | 411 Olive st. |
| Alzheimer, Benj. | Alzheimer & Rawlings, | Bonds and Stocks. | 207 N. Broadway |
| Ames, Henry | | Farmer. | 907 Security Bldg. |
| Anderson, J. L., Jr. | The Corns Mill Co. | | 1020 International Life Bldg. |
| Anderson, W. B. | Nanson Com. Co., | | 202 Chamber of Commerce. |
| Anderson, John | | Farmer. | Rhineland, Mo. |
| Anderson, Lorenzo E. | | Bonds and Stocks. | 710 Locust st. |
| Anderson, Wm. P. | W. P. Anderson & Co., | Grain. | 327 S. LaSalle st., Chicago |
| Anderson, W. T. | Boone County Mfg. Co., | Milling and Grain. | Columbia, Mo. |
| Andrews, Edward C. | Kehler Flour Mills Co. | | 400 Chamber of Commerce. |
| Andrews, Edw. Charles, Jr. | Kehler Flour Mills Co. | | 400 Cham. of Com. |
| Annan, Roger P. | Annan, Burg & Co., | Commission. | 119 Cham. of Com. |
| Annan, Roger P., Jr. | Annan, Burg & Co., | Commission. | 119 Cham. of Com. |
| Arbuckle, James. | Arbuckle Export Assn., | President. | 314 N. 4th st. |
| Archer, W. B. | R. E. Funsten D. F. & N. Co. | | 1521 Morgan st. |

| Name. | Firm. | Business. | Location. |
|---------------------------|-----------------------------------|-------------------------|-------------------------------------|
| Armerding, Ludwig Berend. | Parker & Graff. | ..... | 214 S. Commercial st. |
| Armstrong, H. L. | L. H. & St. L. R. R. | ..... | 312 N. Eighth st. |
| Arthur, J. T. | W. L. Green Com. Co., | Commission | 206 Cham. of Com. |
| Atkinson, W. M. | Washburn-Crosby Mfg. Co., | Floyd and H ste., | Louisville, Ky. |
| Atwood, R. P. | R. P. Atwood & Co. | ..... | 1054 Pierce Bldg. |
| Aufderheide, A. G. | F. W. Aufderheide | Commission Co. | 22 S. Commercial st. |
| Aufderheide, Walter. | F. W. Aufderheide | Commission Co. | 22 S. Commercial st. |
| Aulepp, W. C., Jr. | Republic Milling Co., | Feed | East St. Louis, Ill. |
| Aydellott, J. C. | Smith-Hippen Co., | Com'n | 100 St. Mary st., Pekin, Ill. |
| Aylsworth, Geo. A. | Aylsworth-Neal-Tomlin Gr. Co., | 241 Board of Trade, | Kansas City, Mo. |
| Babcock, Orville E. | Babcock Rushton & Co. Brokers | ..... | The Rookery, Chicago |
| Backer, George H. | St. Louis Rail & Equipment Co. | ..... | 3rd Nat'l Bank Bldg. |
| Bacon, Cary H. | Armour Grain Co. | ..... | 213 Cham. of Com. |
| Bagnell, Wm. | The Bagnell Timber Co. | ..... | 426 Title Guaranty Trust Bldg. |
| Bailey, Harry G. | Elmore-Schultz Gr. Co. | ..... | 433 Pierce Bldg. |
| Bailey, M. C. | Elmore-Schultz Gr. Co. | ..... | 433 Pierce Bldg. |
| Bain, Walter | Burlington Grain Elevator Co. | ..... | Foot of E. Grand ave. |
| Baird, W. J. | ..... | ..... | St. Charles, Mo. |
| Ballard, J. O. | Ballard, Messmore Grain Co., | Commission | 417 Cham. of Com. |
| Ballard, G. Breau. | Ballard & Ballard Co., | Millers. | ..... |
| Baltz, Fred L. | ..... | Deceased. | ..... |
| Baltz, Henry J. | A. C. Harsh & Co. | Grain | 506 Merchants' Exchange |
| Barclay, Shepard. | Barclay, Orthwein & Wallace, | ..... | ..... |
| Bargery, Edw. D. | Elmore-Schultz Grain Co., | Commission | 433 Pierce Bldg. |
| Barnard, Geo. D. | Geo. D. Barnard & Co., | Mfg. Stationers, | ..... |
| Barnes, Seth S. | ..... | Grain | Marston, Mo. |
| Barnhart, Wm. R. | Barnhart Mer. Co., | Fancy Groceries | 200 S. Commercial st. |
| Barndige, Aug. J. | Chas. E. Prunty, | ..... | 9 S. Main st. |
| Barrell, Finley | Finley Barrell & Co., | Stocks and Grain Com. | ..... |
| Barret, Arthur B. | ..... | ..... | 203 S. LaSalle st., Chicago |
| Barrett, John F. | ..... | ..... | 923 Wainwright Bldg. |
| Barron, Chas. B. | Barron & Wilson, | Grain Samplers | 120 Cham. of Com. |
| Barstow, Chas. W. | ..... | Deceased. | ..... |
| Bartholomew, W. O. | ..... | Traffic Manager | 920 Pierce Bldg. |
| Bartsch, Kurt Julius | Langenberg Bros. | & Co., Grain | 518 Cham. of Com. |
| Bascom, Jos. D. | Broderick & Bascom | Rope Co. | 809 N. Main st. |
| Batchelor, Prentiss J. | ..... | ..... | 2011 James st. |
| Batdorf, W. L. | W. L. Batdorf & Co., | Flour and Feed | Belleville, Ill. |
| Baur, Andrew | Baur Flour Co., | Secy | 807 N. Second st. |
| Baxter, Logan M. | Langenberg Bro. & Co. | ..... | 518 Chamber of Commerce. |
| Beals, M. S. | Illinois Central R. R., | Com'l Agent | 707 Olive st. |
| Beardsley, C. F. | Picker & Beardsley | Commission Co. | 118 N. Main st. |
| Beauvais, E. A. | Brosseau & Co., | Com. | 67 Board of Trade, Chicago. |
| Beck, J. W. | H. W. Beck & Sons F. & Seed Co. | ..... | 5701 Manchester ave. |
| Beck, Harry G. | H. W. Beck & Sons Feed & Seed Co. | ..... | 2001 Pine st. |
| Beck, Henry W. | H. W. Beck & Sons, | Feed and Seed Store | 20th and Pine. |
| Beck, Louis L. | Tennessee Central R. R., | Com'l Agent | 1027 Pierce Bldg. |
| Becker, Bontie A. | Payne & Becker, | Brokers | 100 Chemical Bldg. |
| Becker, Edward C. | ..... | ..... | 100 Chemical Bldg. |
| Becker, Conrad | C. Becker, | Miller | Red Bud, Ill. |
| Beckmann, Adolph G. | ..... | Commission | 305 N. Third st. |
| Beckmann, Harry F. | T. W. Carter & Co., | Com. | 315 Pierce Bldg. |
| Beckmann, W. E. | Bakers' and | Confectioners' Supplies | 10 N. Second. |
| Beggs, Edwin | Central Ills. Grain Co., | ..... | Ashland, Ill. |
| Bell, James S. | St. Anthony Elev. Co. | ..... | Minneapolis, Minn. |

| Name. | Firm. | Business. | Location. |
|----------------------|---|------------------------|---|
| Belz, J. H. | J. H. Belz Provision Co. | Pork Dealers. | Broadway and Miami |
| Bemis, Judson S. | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Bemis, Stephen A. | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Bendick, John H. | | Grocer. | 6889 Scanlan ave. |
| Bennett, James E. | James E. Bennett & Co. | Com. | 140 W. Van Buren st., Chicago |
| Benton, C. G. | Benton Grain Co. | | 206 Bd. of Tr., Kansas City, Mo. |
| Berger, J. Paul | J. H. Teasdale Com. Co. | | 108 Cham. of Com. |
| Bergmann, Edward C. | C. C. Bergmann Feed Co. | | 2713 Chouteau ave. |
| Bergmann, Robt. J. | C. C. Bergmann Feed Co. | | 2713 Chouteau ave. |
| Bergmann, Wm. C. | C. C. Bergmann Feed Co. | | 2713 Chouteau ave. |
| Bernet, A. C. | Bernet, Craft & Kauffman Milling Co. | | 1036 Pierce Bldg. |
| Bernet, A. E. | Bernet, Craft & Kauffman Milling Co. | | 1036 Pierce Bldg. |
| Bernet, Christian | Bernet, Craft & Kauffman Milling Co. | | 1036 Pierce Bldg. |
| Bernet, Fred Huttig | Bernet, Craft & Kauffman. Millers | | 1036 Pierce Bldg. |
| Berry, Harry J. | Nat'l Elev. Co., Fletcher American Bank Bldg., | | Indianapolis, Ind. |
| Biedenstein, Henry. | | | 1208 S. Broadway |
| Bieger, Adolph. | Bremen Bank, | Vice-President. | 8800 N. Broadway |
| Bischoff, Frank H. | F. H. Bischoff, | Feed. | 202 S. Theresa ave. |
| Bischoff, Gustav | Independent Packing | Co., Prest. | 3855 Chouteau ave. |
| Bischoff, Gustav Jr. | Independent | Packing Co. | 3855 Chouteau ave. |
| Bittner, Jacob. | | Real Estate | 1300 Olive st. |
| Blake, T. F. | The Blake Mfg. Co., | Flour. | Edwardsville, Ill. |
| Blanke, Albert G. | | Real Estate | 803 Chestnut st. |
| Blanke, Detlef J. | | Insurance Agent. | Granite Bldg. |
| Blaufuss, Wm. | | | 3700 Utah place |
| Block, David, Jr. | | | 5741 McPherson Ave. |
| Block, Wm. A. | | | 610 International Life Bldg. |
| Blossom, H. M. | H. M. Blossom & Co., | Insurance. | 1426 Pierce Bldg. |
| Boisselier, R. W. | Certified Public Accountant. | | 1986 Railway Exchange |
| Bollin, A. | A. Bollin & Co., | Insurance. | 3332 Minnesota ave. |
| Bolz, Paul T. | Bolz-McBride Cooperage Co. | | 704 Bank of Commerce Bldg. |
| Bonsack, F. C. | | Architect. | 1754 Pierce Bldg. |
| Boschert, Roman. | | | 3711 Cass ave. |
| Boudreau, H. L. | Ballard, Messmore Grain Co. | | 417 Cham. of Com. |
| Bourne, C., Jr. | Lackawanna R. R., | Commercial Agent. | 432 Pierce Bldg. |
| Bowman, Lyman R. | Scott Co. Milling Co. | | Sikeston, Mo. |
| Bowman, Theo. G. | | | 1414 St. Andrews Pl., Los Angeles, Calif. |
| Brady, Hugh J. | Brady Sales Agency, | Unclaimed Freight. | 1317 Pine st. |
| Bray, Wm. | Wm. Bray & Co., | Commission. | 226 Market st. |
| Brecht, G. A. V. | The Brecht Co. | | Twelfth and Cass ave. |
| Bredenkamp, F. W. | F. W. Bredenkamp & Son, Grain, | | 225 N. Seventh st., East St. Louis, Ill. |
| Breed, L. C. | | | |
| Brendecke, Edwin T. | Chouteau Ave. Crystal Ice & Cold Storage Plant, | | 2000 Chouteau ave. |
| Bright, M. A. | | | Columbia, Mo. |
| Brinkmeyer, E. H. | Brinkmeyer-Meyer Hay and Grain Co. | | 1111 N. Broadway. |
| Brinson, H. L. | | | |
| Brookman, Arthur | Arthur Brookman Com. Co. | | 658 Pierce Bldg. |
| Brockman, H. H. | | Physician and Surgeon. | Eldon, Mo. |
| Brockmeier, Edwin | Brockmeier & Co., | Grain and Flour. | 523 N. Second st. |
| Brockmeier, F. C. | Engelke & Feiner Milling Co. | | 816 S. Broadway. |
| Brockmeier, Hy. C. | Brockmeier & Co., | Flour and Grain. | 523 N. Second st. |
| Brockmeier, J. C. | Brockmeier & Co., | Commission. | 523 N. Second st. |
| Broderick, John J. | Broderick-Bascom | Rope Co. | 809 N. Main st. |
| Broeder, Geo. H. | Hy. Broeder & Sons, | Commission. | 216 Morgan st. |
| Bronson, E. P. | H. C. Cole Milling Co., | | Chester, Ill. |
| Brooking, Wm. T. | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Brown, E. A. | E. A. Brown & Co., | Grain | Luverne, Minn. |
| Brown, Frank W. | C., P. & St. L. R. R. | General Agent. | 511 Chestnut st. |
| Brown, Russell S. | | Grain. | Brighton, Ill. |
| Brown, Josiah. | | Flour and Sugar. | 501 Granite Bldg. |
| Brown, Paul. | Paul Brown & Co., | Brokers. | Pierce Bldg. |

| Name. | Firm. | Business. | Location. |
|---------------------------------|---|---|-------------------------------|
| Bruenemann, Ernst..... | Real Estate and Insurance..... | 3753 S. Jefferson av. | |
| Bryan, Jno. W..... | Fuller, Wooldridge Com. Co..... | 304 Cham. of Com. | |
| Bryant, Tilghman A..... | Mo. Grain Dealers' Ass'n, Secretary, | 838 Pierce Bldg. | |
| Buchman, Thos..... | Buchman Feed Co..... | 1109 N. Seventh st. | |
| Buck, W. T..... | Grain, etc..... | Vleita, Kan. | |
| Buehler, Henry..... | Atlas Leather Co..... | Caseyville, Ill. | |
| Bullitt, C. M..... | Bullitt & Co..... | American Nat'l Bank Bldg., Louisville, Ky. | |
| Burdeau, Jas. P..... | Geo. D. Capen & Co., | Insurance..... | 1406 Pierce Bldg. |
| Burg, Henry..... | Annan, Burg & Co., | Flour Commission..... | 119 Cham. of Com. |
| Burke, W. H..... | Grand Trunk Ry., | Commercial Agent..... | 306 Laeole Bldg. |
| Burkholder, George E..... | Whitaker & Co..... | 300 N. Fourth st. | |
| Burlingame, I. L..... | Terminal R. R. Assn., | Gen'l Mgr..... | 103 Union Station. |
| Burruss, D. N..... | | | 412 Security Bldg. |
| Busch, Aug. A..... | Anheuser-Busch B. Assn., | President..... | Ninth and Pestalozzi sts. |
| Bushfield, J. A..... | Fox-Bushfield Grain Co. | | 646 Pierce Bldg. |
| Bushnell, D. I..... | D. I. Bushnell & Co., | Grain and Seeds..... | 105 N. Second st. |
| Bycroft, Henry F..... | H. F. Bycroft & Son, | Millers..... | Gillespie, Ill. |
| Byrne, Frank T..... | Perre Marquette R. R. | | 736 Pierce Bldg. |
| Caesar, Louis..... | | | 210 N. Sixth st. |
| Caffrey, Frank B..... | | | 121 N. Compton ave. |
| Cahill, James G..... | Bond and Stock Broker, Third Nat'l Bank Bldg. | | |
| Campbell, James R..... | Campbell Milling Co. | | McLeansboro, Ill. |
| Cameron, Bruce..... | United Rys. Co., | Supt. Transp..... | 3800 Park ave. |
| Canby, Caleb H..... | C. H. Canby & Co., | Gr. Brokers..... | 8 Bd. of T., Chicago. |
| Canty, D. J..... | Wooley Electric Co. | | 111 Cham. of Com. |
| Capen, Sam. D..... | Geo. D. Capen & Co., | Insurance..... | 1406 Pierce Bldg. |
| Capen, Geo. H..... | Geo. D. Capen & Co., | Insurance..... | 1406 Pierce Bldg. |
| Carkner, George S..... | Goffe & Carkner, | Grain..... | 101 Bd. Tr., Kansas City, Mo. |
| Carleton, Murray..... | Carleton Dry Goods Co. | | 12th and Washington ave. |
| Carr, Alfred C..... | Carr Bros., | Insurance..... | 204 N. Third st. |
| Carr, Charles Y..... | Carr Bros., | Fire Insurance..... | 204 N. Third st. |
| Carr, Peyton T..... | Kehlror Flour Mills Co., | President..... | 401 Cham. of Com. |
| Carruthers, W. W..... | Eureka Mills Co. | | 711 S. Theresa ave. |
| Carry, Edward F..... | American Car & Foundry Co. | | 915 Olive st. |
| Carter, C. L..... | T. W. Carter & Co., | Broker..... | 314 Pierce Bldg. |
| Carter, G. E..... | Randolph Milling Co. | | Baldwin, Ill. |
| Carter, L. Ray..... | T. W. Carter & Co., | Broker..... | 314 Pierce Bldg. |
| Carter, Thos. A..... | | | 315 Pierce Bldg. |
| Carter, T. W..... | T. W. Carter & Co., | Com'n..... | 314 Pierce Bldg. |
| Carter, Thos. W., Jr..... | T. W. Carter & Co., | Broker..... | 314 Pierce Bldg. |
| Case, E. S..... | | | 212 Cham. of Com. |
| Cash, Leslie A..... | St. Louis Elevator Co. | | 1252 Pierce Bldg. |
| Catlin, E. F..... | | | 408 Cham. of Com. |
| Chamberlain, F. B..... | F. B. Chamberlain Co. | | 118 Vine st. |
| Chamberlain, Will F..... | | Deceased..... | |
| Chamberlain, Will T..... | F. B. Chamberlain & Co., | Feed and Cereals..... | 118 Vine st. |
| Chambers, Jas. H..... | Dice Chemical Co., | Chemists..... | 2940 Locust st. |
| Chandler, Reuben G..... | Hulburd, Warren & Chandler..... | | 130 S. LaSalle st., Chicago |
| Chandler, Whately L..... | The General Accident Ass'n..... | | 411 Olive st. |
| Charters, Herbert A..... | | | |
| Cherbonnier, Edward G., Jr..... | H. & L. Chase | Bag Co..... | 18 N. Main st. |
| Child, Chas. J..... | A. J. Child & Son | Mercantile Co..... | 515 N. Main st. |
| Chittenden, Warde B..... | Am. Cotton Oil Co..... | | 2745 Papin st. |
| Christian, Wilbur B..... | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Christopher, Benj. O..... | B. C. Christopher & Co., | Grain, 318 Board of Trade, | Kansas City, Mo. |
| Clark, Angus A..... | St. Louis Grain Clearing Co..... | | 312 Cham. of Com. |
| Clark, Chas. C..... | The Valley Milling Co. | | 422 DeSoto ave. |
| Clark, J. A..... | Clark Bros., Feed..... | St. Clair and Belt, East St. Louis, Ill. | |

| Name. | Firm. | Business. | Location. |
|-----------------------|---------------------------------------|---------------------|------------------------------------|
| Claus, F. C. | Westcott-Claus | Commission Co. | 827 N. Third st. |
| Cleary, T. F. | Cleary Investment Co. | | 508 Cham. of Com. |
| Clemens, F. W. | F. W. Clemens Feed Co., | Feed | 8367 Gravois ave. |
| Cleveland, Henry D. | | | 5015 Cates ave. |
| Clifton, Daniel W. | Nanson Com. Co. | | 202 Cham of Com. |
| Cline, Frederick A. | | Attorney | 907 Security Bldg. |
| Clinton, George W. | United States Fidelity & Guaranty Co. | | Pierce Bldg. |
| Cockrell, Elias | | Grain. | Jerseyville, Ill. |
| Coerver, Killian | Schoening-Koenigsmark Mfg. Co. | | Prairie du Rocher, Ill. |
| Cohn, J. W. | National Feed Co., | Manager | 420 Cham. of Com. |
| Cohn, Sam | Empire Hay & Grain, | | 812 S. Third st. |
| Cole, Amedee B. | Jno. Jackson Inv't. Co., | President | 2028 Railway Ex. Bldg. |
| Cole, Charles B. | H. C. Cole Milling Co., | Miller | Chester, Ill. |
| Cole, Geo. W. | Geo. W. Cole & Co., | Grain | Bushnell, Ill. |
| Cole, H. C. | H. C. Cole Milling Co., | | Chester, Ill. |
| Collins, H. B. | Whitaker & Co., | Brokers | 300 N. Fourth st. |
| Collins, John P. | John P. Collins U. Co., | Morticians | 517 Walnut st. |
| Connor, James A. | P. P. Connor & Sons, | Commission | 505 Cham. of Com. |
| Connor, M. J. | M. J. Connor & Son, | Commission | 451 Pierce Bldg. |
| Connor, P. P. | P. P. Connor & Sons, | Commission | 505 Cham. of Com. |
| Connor, Wm. F. | P. P. Connor & Sons, | Commission | 505 Cham. of Com. |
| Connor, Wm. M. | M. J. Connor & Son, | Commission | 451 Pierce Bldg. |
| Conover, E. B. | | Grain | Springfield, Ills. |
| Conrades, Edwin H. | St. Louis, Troy & Eastern R. R. | | 814 N. Fourth st. |
| Conzelman, Theophilus | Crunden-Martin | Woodenware Co. | 2nd and Gratiot sts. |
| Cook, Douglas G. | American Wine Co., | | 3015 Cass ave. |
| Cooksey, L. A. | Pendleton Grain Co. | | 1252 Pierce Bldg. |
| Cooper, O. A. | O. A. Cooper & Son, | Milling | Humboldt, Neb. |
| Cordes, J. H. | D. Cordes & Co., | Flour and Feed | 1926 S. Twelfth st. |
| Cordes, W. H. | D. Cordes & Co., | Flour and Feed | 1926 S. Twelfth st. |
| Cornelius, John W. | Cornelius Mill Furnishing Co. | | 1119 N. Sixth st. |
| Cornell, Adolph | Schisler-Cornell Seed Co. | | 813 N. Fourth st. |
| Cornell, Ben. P. | Schisler-Cornell Seed Co. | | 813 N. Fourth st. |
| Cottrill, Geo. F. | Green's Car Wheel Mfg. Co. | | 3018 N. Broadway. |
| Coulter, Joseph | | Feed | Kirkwood, Mo. |
| Cowan, Robt. Edwin | Ralston Purina Co., | Feed | Eighth and Gratiot sts. |
| Cowgill, Frank S. | Trans-Mississippi Grain Co. | 719 Brandeis Bldg., | Omaha, Neb. |
| Cox, Charles A. | Cox & Gordon | Packing Co. | 1019 S. Third st. |
| Coyle, B. H. | Wabash R. R., | Gen'l Agent | 324 Pierce Bldg. |
| Craft, Henry G. | Bernet, Craft & Kauffman | Milling Co. | 1036 Pierce Bldg. |
| Creveling, James G. | | | Clayton, Mo. |
| Crittenden, Chas. G. | Central Granaries Co. | | 128 N. Eleventh st., Lincoln, Neb. |
| Crone, C. C. | | Real Estate | 3618 N. Broadway. |
| Crothers, John C. | The McPheeters | Warehouse Co. | 1104 N. Levee. |
| Crouch, Thos. W., Jr. | | Grain | 315 Pierce Bldg. |
| Crowell, Frank G. | Hall-Baker Grain Co. | | 608 Exchange Bldg., Kan. City, Mo. |
| Cummins, D. D. | American Linseed Co. | Manager | 1600 Clark ave. |
| Cummiskey, Jas | | Commission | 921 N. Fourth st. |
| Curran, Con. P. | Con. P. Curran Prtg. Co. | | Eighth and Walnut sts. |
| Curdie, J. F. | Michigan Central R. R., | Con't Agent | Pierce Bldg. |
| Currie, Frank | Farmers' Elevator Co. | | Clarksville, Mo. |

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| Daly, E. F. | Arnold F. Thurnan G. & F. Co. | | 514 Cham. of Com. |
| Danforth, W. H. | Ralston Purina Co., | | Eighth and Gratiot sts. |
| Daub, H. W. | Schreiner Grain Co., | Commission | 115 Cham. of Com. |
| Davis, Geo. H. | Ernst-Davis Grain Co. | | 345 Bd. of Trade, Kansas City, Mo. |
| Davis, S. V. | Vice-Pres. Independent Stock Yards Co., | | Foot of Bremen ave. |
| Day, B. G. | Illinois Central R. R., | Con. Frt. Agent | 707 Olive st. |
| Dayton, C. S. | John I. Glover, | Grain | 511 Cham. of Com. |
| Dean, Chas. L. | | | 1827 Longfellow bouly. |
| Dean, Murry | Dean Milling Co. | | Ava, Ill. |

| Name. | Firm. | Business. | Location. |
|-------------------------|---|--|---|
| Deftas, Edw. H. | Southern Feed Co. | | 309 S. Seventh st. |
| Delbel, Chas. B. | National W. H. & Storage Co. | | 10th st. and Walnut ave., East St. Louis, Ill. |
| Delbel, Fred. | Anchor Hay and Grain Co. | | 22nd and Morgan sts. |
| Delbel, Louis P. | Anchor Hay and Grain Co. | | 22nd and Morgan sts. |
| Delbel, Robt. Fred. | National Warehouse & Storage Co., Tenth st. and Walnut ave., | | East St. Louis, Ill. |
| Delafield, Wallace | Delafield & Snow, | Insurance. | 1415 Pierce Bldg. |
| Delafield, Wallace, Jr. | Delafield & Snow, | Insurance. | 1415 Pierce Bldg. |
| Delaney, John O'F. | | Capitalist | 16 N. Eighth st. |
| DePew, Ray L. | Mobile & Ohio R. R., | Cont. Agt. | Fullerton Bldg. |
| Desloge, F. | Desloge Consolidated Lead | | 422 Rialto Bldg. |
| Devoy, Edward | Edward Devoy, | Coal & Coke. | 604 Equitable Bldg. |
| Diamant, Henry A. | St. Louis Commission | | 208 N. Main st. |
| Dick, Joseph B. | J. B. Dick & Co. | | 502 Cham. of Com. |
| Dickinson, W. C. | F. W. Goeke & Co., | Commission. | 22 N. Second st. |
| Dickinson, Chas. | A. Dickinson & Co., | Seeds. | 300 W. Taylor st., Chicago. |
| Dickmann, Joseph F. | Jos. F. Dickmann | R. E. Co. | 623 Chestnut st. |
| Diffenbaugh, H. J. | | Grain Commission, 504 Board of Trade, Kansas City Mo. | |
| Dimmitt, Pope. | Dimmitt-Caudle-Smith | Com. Co. | Nat'l Stock Yards Ill. |
| Dixon, J. E. | Fuller-Wooldridge Com. Co., | Grain Com'n. | 304 Cham. of Com. |
| Doan, Geo. P., Jr. | Ford & Doan, | Brokerage. | 312 N. Second st. |
| Donaldson, Wm. R. | | Attorney. | 818 New Bank of Com. Bldg. |
| Donk, E. C. | | Deceased | |
| Donnewald, G. H. | Donnewald Ice & Coal | Co. | 602 Times Bldg. |
| Donzelot, E. F. | E. Donzelot & Son, | Commission. | 16 S. Main st. |
| Dore, R. L. | Tol., St. L. & W. R. R., | A. G. F. A. | 923 Pierce Bldg. |
| Dormitzer, Jos. | | Real Estate. | 104 N. Ninth st. |
| Dower, John | Department of Weights, | Supervisor. | 104 Cham. of Com. |
| Drescher, Edw. | Alfocorn Milling Co., | Feed. | East St. Louis, Ill. |
| Drew, Geo. I. | F. D. Hirschberg & Co., | Insurance. | 123 Cham. of Com. |
| Dreyer, Eugene C. | Dreyer Com' Co. | Feed. | 412 Cham. of Com. |
| Duff, Edwin A. | Duff Grain Co. | | Nebraska City, Neb. |
| Duling, Herman | Duling & Shomaker, | Hay and Grain. | 814 Clark ave. |
| Duncan, M. K. | | | 1301 N. Broadway. |
| Dunlop, Jo. P. | Dunlop Milling Co. | | Clarksville, Tenn. |
| Early, H. Lee. | The Early & Daniel Co., | Grain & Hay, Sixth and Harriet st., Cincinnati, Ohio. | |
| Eaton, A. F. | Eaton, McClellan Commission Co. | | 214 Cham. of Com. |
| Eaton, Chas. D. | | Insurance | 1449 Pierce Bldg. |
| Edwards, Geo. L. | A. G. Edwards & Son | | 410 Olive st. |
| Edwards, W. J. | Bert. H. Lang & Co., | | 504 Cham. of Com. |
| Ehlermann, Chas. | | | 4937 Forest Park boulv. |
| Einstein, Wm. | | Mining Operator. | 504 Security Bldg. |
| Eisemann, Ludwig. | K. & E. Neumond, | Feed and Grain | 335 Pierce Bldg. |
| Eisenmayer, A. J. | Eisenmayer Milling Co. | | Springfield, Mo. |
| Eisenmayer, C. W. | Eisenmayer Gr. Co. | | Trenton, Ill. |
| Eisenmayer, P. H. | So. Ill. Elevator | Milling Co. | Murphysboro, Ill. |
| Ellis, Wm. C. | Kehlor Flour Mills Co., | | 401 Cham. of Com. |
| Elmore, Trave. | Elmore-Schultz Gr. Co. | | 453 Pierce Bldg. |
| Elmore V. C. | V. C. & T. Elmore, | Grain | Ashland, Ill. |
| Ely, Arch F. | | | Jerseyville, Ill. |
| Engel, Louis A. | F. D. Hirschberg & Co., | Insurance. | 123 Cham. of Com. |
| Engelke, Fred. | New Baden Milling Co. | | New Baden, Ill. |
| Eppelsheimer, Frank. | Fischer Flour Co. | | 111 Market st. |
| Esmueller, Fred. | Esmueller M. F. Co., | Millwrights. | 1222 S. Eighth st. |
| Espenschied, Chas. | | | 3500 Washington ave. |
| Evans, Edgar H. | Acme-Evans Co., | Flour Millers, 852 W. Washington ave., Indianapolis, Ind. | |
| Ewing, W. K. | | | Kirkwood, Mo. |

| Name. | Firm. | Business. | Location. |
|----------------------|-----------------------------|-------------------------------------|-----------------------------------|
| Farley, J. H. | | Commission | Pierce Bldg. |
| Farrell, F. P. | Frisco R. R. | Con't Freight Agent | 900 Olive st. |
| Faust, Edward A. | Anheuser-Busch Brew. | Assn. | Ninth and Pestalozzi sts. |
| Feiner, Eugene J. | Engelke & Feiner | Milling Co. | 816 S. Broadway. |
| Felkel, J. B. | | | Hillsboro, Ill. |
| Ferguson, Hugh | Hugh Ferguson & Co. | Provision Brokers | 117 Cham. of Com. |
| Ferguson, Wm. H. | | Grain. | St. Joseph, Mo. |
| Feuerbacher, F. W. | F. W. Feuerbacher | & Co., Malster | 2706 S. Broadway. |
| Figueiredo, A. de | St. L. Transfer Co. | Ass't Manager | 400 S. Broadway. |
| Filley, Chauncey I. | | | |
| Fischer, John C. | Fischer Flour Co. | | 111 Market st. |
| Fischer, Jos. J. | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Fitzgerald, John | L. & N. R. R. | Supt. Terminals | 312 N. Eighth st. |
| Flebbe, Hermann | United Bakers' Supply | Co. | 109 S. Eleventh st. |
| Fleming, Thos. H. B. | O'Connor & Co. | Market Reporter | 216 Market st. |
| Flesh, Edw. M. | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Foell, Henry | Foell & Co. | Commission | 123 Market st. |
| Foerstel, Joseph A. | J. H. Teasdale | Commission Co. | 103 Cham. of Com. |
| Fouke, Phil. B. | | | |
| Fowler, Frank | Nye-Schneider-Fowler Co. | Grain, Etc. | Fremont, Neb. |
| Francis, David R. | D. R. Francis & Bro. | | 214 N. Fourth st. |
| Francis, D. R., Jr. | Francis Bro. & Co. | Stocks and Grain | 214 N. Fourth st. |
| Francis, T. H. | D. R. Francis & Bro. | Com. Co. | 214 N. Fourth st. |
| Frank, John F. | | Grain and Lumber | Okawville, Ill. |
| Frank, Nathan | | Attorney | Century Bldg. |
| Fraser, Wm. A. | W. A. Fraser & Co. | Commission, | |
| | | 714 Royal Ins. Bldg., Chicago, Ill. | |
| Frederick, A. H. | | Real Estate | 111 N. Seventh st. |
| Friedman, B. | Friedman R. E. Co. | | 309 Chestnut st. |
| Fry, James F. | Rabok Mfg. Co. | | 102 So. Commercial st. |
| Fuller, J. M. | Fuller-Woodbridge Com. Co. | | 304 Cham. of Com. |
| Fuller, L. A. | Thresher-Fuller Grain Co. | | 314 Bd. of Trade, Kansas City |
| Funk, Joseph P. | J. P. Funk & Co. | Tallow, etc. | 1024 N. Main st. |
| Funsten, R. E. | R. E. Funsten D. F. & | Nut Co. | 1621 Morgan st. |
| Fusz, Eugene A. | Regina Flour Mill Co. | | 601 S. Main st. |
| Fusz, F. D. | Regina Flour Mill Co. | | 601 S. Main st. |
| Fusz, Louis | Regina Flour Mill Co. | | 601 S. Main st. |
| Gamble, C. O. | A. G. Edwards & Son, | Brokers | 410 Olive st. |
| Gardner, Wm. A. | W. A. Gardner & Co., | Commission, | |
| | | 208 S. LaSalle st., Chicago, Ill. | |
| Garmon, Ed. M. | Eaton, McClellan & Co. | | 214 Cham. of Com. |
| Garneau, James W. | Mound City I. & S. Co. | | Ninth and Branch sts. |
| Garrison, O. L. | Big Muddy Coal & Iron Co. | | 908 Wainwright Bldg. |
| Gary, Alfred C. | Shearson, Hammill & Co. | | 200 S. LaSalle st., Chicago, Ill. |
| Gaupel, Henry J. | | | 1724 Longfellow blv. |
| Gaus, H. | Henry Gaus & Sons, | Box Factory | 2100 N. Main st. |
| Geisel, Joseph S. | Valier & Spies Milling Co., | Millers | 913 Pierce Bldg. |
| Geissmann, Otto | Aviston Milling Co., | Flour and Grain | 410 3rd Nat'l Bk. Bldg. |
| Gerdes, Charles B. | Chas. B. Gerdes & Co., | Grain, | |
| | | 727 Collinsville ave. | East St. Louis, Ill. |
| Gerhart, Frank H. | F. H. & C. B. Gerhart | Real Estate Co. | Wainwright Bldg. |
| Gessler, E. A. | Gessler & Kraussnick, | Broker | 411 Olive st. |
| Gettys, James M. | W. P. Gettys & Son | Provision Co. | 118 N. Main st. |
| Gettys, Thos. B. | W. P. Gettys & Son | Provision Co. | 118 N. Main st. |
| Gierer, George | W. D. Orthwein Grain Co. | | 308 Chamber of Commerce. |
| Giescke, Otto | Chas. Ehlerman Hop and | Malt Co. | 100 S. Second st. |
| Giesling, Henry W. | Farmington Mfg. Co. | Treasurer | Farmington, Mo. |
| Giesling, Peter | Giesling Milling Co. | | Farmington, Mo. |
| Giesler, John F. | | Feed | 1831 Franklin ave. |

| Name. | Firm. | Business. | Location. |
|-------------------------|----------------------------------|----------------------|-------------------------------------|
| Gillette, P. W. | Gillette & Co., | Grain. | McKittrick, Mo. |
| Gilmartin, P. J. | P. J. Gilmartin & Co., | Brokers | 111 Cham. of Com. |
| Gilster, Albert H. | Steeleville Milling Co. | | Steeleville, Ill. |
| Gissler, Eugene J. | Hubbard & Moffitt | Com. Co. | 212 Cham. of Com. |
| Givens, Jos. W. | | | 512 Rialto Bldg. |
| Glaser, Carl S. | Jos. Glaser & Son, | Brokers. | 317 Olive st. |
| Glaser, Joseph. | Joseph Glaser & Son, | Brokers. | 317 Olive st. |
| Gloor, Edwin. | Commonwealth Feed Mills | | 5040 N. Second st. |
| Glosemeyer, Vincent H. | | Flour and Mill Feed. | 308 Cham. of Com. |
| Godlove, Dempster W. | | Insurance. | 1318 Pierce Bldg. |
| Glover, John I. | John I. Glover, | Grain, | |
| | | 329 Gibraltar Bldg., | Kansas City, Mo. |
| Goeke, Fred'k W. | F. W. Goeke & Co., | Commission. | 22 N. Second st. |
| Goette, Edwin M. | T. W. Carter & Co. | | 314 Pierce Bldg. |
| Goldman, J. D. | Lesser, Goldman Cotton Co., | Cotton Factors. | 114 S. Main st. |
| Goldsmith, Jacob. | | Wool and Furs. | 204 N. Main st. |
| Goodall, John R. | W. H. Markham & Son, | Insurance. | 1236 Pierce Bldg. |
| Gordon, Samuel. | Cox & Gordon Packing Co. | | 1019 S. Third st. |
| Gordan, Thos. P. | | Grain. | Corby-Forsee Bldg., St. Joseph, Mo. |
| Gorg, A. J. | Grain, R. R. Ties and Lumber | | 740 Frisco Bldg. |
| Grafeman, Wm. | Grafeman Dairy Co. | | 2101 Morgan st. |
| Graff, Henry G. | Parker & Graff, Grain. | 203 Produce Ex., | New York City |
| Graham, G. L. | | | Cham. of Com. |
| Graham, Robt. S. | | | |
| Gratz, Benj., Jr. | Warren, Jones & Gratz, | Bagging. | 102 Rialto Building. |
| Graves, Oswald. | Shearson, Hammill & Co. | | 207 Cham. of Com. |
| Graves, W. W. | Nat'l Biscuit Co. | | 110 N. Morgan st., Chicago, Ill. |
| Gray, G. H. | C. B. & Q. R. E. | Com'l Agent. | New Bank Com. Bldg. |
| Green, A. H. | Continental Oil Co. | | 426 S. Theresa ave. |
| Green, James. | | Deceased. | |
| Greenleaf, M. E. | Greenleaf Co., | Grain Brokerage. | Jacksonville, Ill. |
| Gregg, Norris B. | Mound City Pt. & Col. Co., | Paints and Oils. | 1531 N. 11th st. |
| Gregg, W. H., Jr. | Mound City Pt. & Col. Co., | Paints and Oils. | 1531 N. 11th st. |
| Greve, Edwin J. | John Wahl Com. Co. | | 853 Pierce Bldg. |
| Greve, Henry. | John Wahl Com. Co., | President. | 853 Pierce Bldg. |
| Greve, Robt. F. | John Wahl Com. Co., | Secretary. | 853 Pierce Bldg. |
| Grier, J. P. | | | |
| Griesedieck, Paul H. | H. Griesedieck Malting Co. | | 1134 S. Twelfth st. |
| Griesedieck, Joseph. | Griesedieck Bros. Brew'g Co. | | 19th & Shenandoah sts. |
| Griesedieck, Henry, Jr. | | Deceased. | |
| Griesedieck, H. L. | H. L. Griesedieck Distillery Co. | | 406 N. Fourth st. |
| Griffin, Jas. W. | C. H. Albers Com. Co., | Grain Com'n. | 626 Pierce Bldg. |
| Grone, Ed. | | Deceased. | |
| Grone, Herman. | St. Louis Brewing Assn. | | 2219 Clark ave. |
| Grone, John G. | St. Louis Brewing Assn. | | 2219 Clark ave. |
| Gronemeyer, C. L. | | | 24 Tiffin ave., Ferguson, Mo. |
| Guerdan, N. | Guerdan Hat Co. | | 13 S. Broadway |
| Gummersbach, Edw. J. | Eberle-Albrecht | Flour Co. | 218 S. Main st. |

Haarstick, Hy. C. St. Louis Union Trust Co., Vice Pres't. Fourth and Locust.
 Haeussler, Herman A. Down Town Realty Co., President,

303 Merchants'-Laclede Bldg.
 Hagar, Wm. G. W. G. Hagar Iron Co. 2208 N. Second st.
 Hahn, C. J. Carlyle Mill & Grain Co., Secretary Carlyle, Ill.
 Hale, W. T., Jr. J. R. Hale & Sons, Cotton & Grain Nashville, Tenn.
 Haley, Claude E. D. I. Bushnell & Co., Seeds. 105 N. Second st.
 Hall, Duane. H. & L. Chase Bag Co. 18 N. Main st.
 Hall, Geo. H. Nanson Commission Co. 202 Cham. of Com.
 Hall, John E. 514 Cham. of Com.
 Hall, Louis T. Nanson Commission Co. 202 Cham. of Com.

| Name. | Firm. | Business. | Location. |
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| Hall, Marshall..... | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Hallet, F. A..... | Hallet & Carey Co., Grain. | 112 Cham. of Com. | Minneapolis, Minn. |
| Halliday, H. E..... | Halliday Elevator Co. | | Cairo, Ill. |
| Hammel, A. B..... | Trenton Milling Co. | | Trenton, Ill. |
| Hammer, L. F..... | Hammer Dry Plate Co., | | Ohio ave. and Miami st. |
| Handlan, A. H..... | Handlan Buck Mfg. Co., | Railroad Supplies..... | 212 N. Third st. |
| Hanebrink, C. J..... | Everett, Aughenbaugh & Co. | | 309 Cham. of Com. |
| Hannigan, K. B..... | Southern Ry. | | 218 Pierce Bldg. |
| Hanson, P. M..... | Nat'l Enam. & Stamp'g Co., | Traffic Mngr. | Granite City, Ill. |
| Hargis, B. F..... | B. F. Hargis Gr. Co. | | Bd. of Trade, Kansas City, Mo. |
| Harrington, Charles M..... | The Van Dusen-Harrington Co., | | 713 Cham. of Commerce, Minneapolis, Minn. |
| Harris, Benj..... | B. Harris & Co., | Wool..... | Second and Walnut st. |
| Harsh, Alex. C..... | Alex. C. Harsh & Co., | Grain..... | 506 Cham. of Com. |
| Harsh, George..... | George Harsh & Co., | Grain..... | 521 Cham. of Com. |
| Harsh, H..... | Harsh Grain Co. | | Nashville, Tenn. |
| Harsh, P. W..... | P. W. Harsh & Co., | Grain..... | 521 Cham. of Com. |
| Hart, Edward S..... | R. P. Studley & Co., | Printing..... | 513 Market st. |
| Hartman, John..... | | | 4317 Forest Park boulv. |
| Harvey, Geo. Jr..... | Harvey-Burden Construction Co. | | 1508 Chemical Bldg. |
| Hastedt, Culver L..... | J. B. Taylor Grain Co. | | 1028 Pierce Bldg. |
| Hathaway, H. P..... | Kanawha Despatch, | | 538 Pierce Bldg. |
| Hattersley, F..... | F. Hattersley Brokers & Com. Co. | | 206 Pine st. |
| Hattersley, J..... | J. Hattersley & Co., | Flour Broker..... | 44 Gay Bldg. |
| Hauelsen, F. G..... | Hauelsen Bros., | Produce..... | 1017 N. Third st. |
| Haupt, Peter..... | | Flour Miller..... | New Athens, Ills. |
| Haynes, Delos R..... | Haynes Bros., | Real Estate. | 924 Cent. Nat'l Bk. Bldg. |
| Heath, A. J..... | A. J. Heath & Co., | Commission..... | 2315 N. Twelfth st. |
| Heger, Frederick..... | | | 417 Franklin ave. |
| Heil, Geo. L..... | Hell Packing Co. | | 2216 LaSalle st. |
| Heilgenstein, C..... | Freeburg Milling Co. | | Freeburg, Ill. |
| Heinrichsmeyer, Henry..... | H. Heinrichsmeyer Feed Co. | | 6830 S. Broadway |
| Helm, Louis..... | | | |
| Heman, G. A..... | | Contractor..... | 521 Holland Bldg. |
| Heman, John C..... | Heman Construction Co. | | Title Guarantee Trust Bldg. |
| Hendershot, R. B. R. B. Hendershot & Co., | Grain and Live Stock. | | Monroe, Iowa |
| Henson, Mark..... | First National Bank, | Banker..... | Granite City, Ill. |
| Hert, O..... | Hert & Frerichs Chemical Co. | | 929 Pierce Bldg. |
| Hesse, Ludwig..... | Kehlour Flour Mills Co. | Sec'y and Treas. | 401 Cham. of Com. |
| Heydt, John B..... | Heydt Bakery Co. | | 4536 Forest Park blvd. |
| Hezel, Charles J..... | Hezel Milling Co., | 15th st. and So. Ry., | East St. Louis, Ill. |
| Hezel, E. T..... | Hezel Milling Co., | 15th st. and So. Ry., | East St. Louis, Ill. |
| Hezel, Frank H..... | Hezel Milling Co., | 15th st. and So. Ry., | East St. Louis, Ill. |
| Hibbard, James B..... | | Hotel, | 417 Morgan st. |
| Hickman, Bernard B. Terminal R. R. Assn. | | | 500 S. Twelfth st. |
| Hiemenz, Arthur..... | D. R. Francis & Bro. Com. Co. | | 214 N. 4th st. |
| Hilke, Christoph..... | Hilke Feed & Flour Co. | | 3747 N. Broadway. |
| Hill, Wm. T..... | J. H. Teasdale Commission Co. | | 103 Cham. of Com. |
| Hill, Walker..... | Mechanics'-American Nat'l Bank, President. | | Broadway & Locust |
| Hilliard, Hy. P..... | Central National Bank, | President..... | Seventh and Olive sts. |
| Hilmer, Wm. C..... | Langenberg Bros. & Co, | Commission..... | 518 Cham. of Com. |
| Hinchman, J. G..... | | Prov'n Inspector..... | 402 N. 2nd st. |
| Hindman, James H..... | | | Rockwood, Ill. |
| Hodgkins, Elbert..... | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| Hofmann, F. W..... | Hofmann Bros. Pro. Co., | Prod. Com..... | 700 N. Second st. |
| Hoffman, Geo. E..... | Merchants'-LaSalle Nat. Bk., Cashier. | | Fourth and Olive sts. |
| Hogenmiller, John A..... | Hogenmiller Com. Co. | | 707 N. Third st. |
| Holt, Lowell S..... | Lowell Holt & Co., | Com..... | 52 Bd. of Trade, Chicago. |
| Holland, James F..... | Jas. Holland Flour Co. | | Main and Mound st. |
| Holliday, Joseph G..... | Attorney-at-Law | | 906 LaSalle Bldg. |
| Holliday, Omar..... | Fulton Bag & Cotton Mills Co. | | 612 S. Seventh st. |
| Holmann, Julius G..... | | | 3229 Shendoah ave. |
| Holmquist, James W..... | Holmquist Elevator | | Brandeis Bldg., Omaha, Neb. |
| Hooss, Louis P..... | | | 3461 Park ave. |
| Hopkins, James..... | | | 17 Battery place, New York |

| Name. | Firm. | Business. | Location. |
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| Hopkins, Sam'l G..... | Vandalla R. R. Co. | | 226 Pierce Bldg. |
| Horner, E. P..... | Allen-West Com. Co. | | 104 S. Main st. |
| Houston, Frank K.. | Third National Bank, | Vice-President.. | Olive and Broadway |
| Howell, E. H..... | Bemis Bros. Bag Co. | | 601 S. Fourth st. |
| Hoyt, E. R..... | | | |
| Hubbard, Robt. M..... | Hubbard & Moffitt | Commission Co. | 212 Cham. of Com. |
| Huber, Martin..... | Highland Milling Co. | | Highland, Ill. |
| Hudson, Wm. A..... | | | 4466 W. Pine boulv. |
| Huegely, Julius..... | Huegely Milling Co. | | Nashville, Ill. |
| Hug, Henry..... | | | Pine Lawn, Mo. |
| Hull, Wm. L..... | | | 417 Cham. of Com. |
| Hunn, Eugene F..... | C. H. Canby & Co. | | Cham. of Com. |
| Hunter, Edward H..... | Hunter Grain Co. | | 355 Pierce Bldg. |
| Hunter, E. O..... | Hunter-Robinson-Wenz | Milling Co. | 921 Pierce Bldg. |
| Hunter, Henry..... | Hunter Grain Co. | | 355 Pierce Bldg. |
| Huppert, W. E..... | W. E. Huppert & Co. | Real Estate..... | 6818 Michigan ave. |
| Hussey, T. C..... | Advance Mill & Elevator | Co. | Carrollton, Ill. |
| Hutchinson, Jas..... | Jas. Hutchinson & Sons, | Sugar Brokers | 712 Spruce st. |
| Hynes, W. J..... | Hynes Grain Co. | | Omaha, Neb. |

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| Ichtertz, Geo. J..... | | Commission..... | 651 Pierce Bldg. |
| Imbs, Joseph F..... | J. F. Imbs Milling Co. | | 409 Cham. of Com. |
| Imbs, Al. V..... | J. F. Imbs Milling Co. | | 409 Cham. of Com. |
| ImMasche, George..... | J. H. Diekmann & Co., | Feed..... | 1210 Biddle st. |
| Immer, Edw. B..... | | | 409 Cham. of Com. |
| Iman, Bruce..... | | | 115 Cham. of Com. |
| Isaacs, Chas. W..... | | | 213 Cham. of Com. |
| Ismert, Joseph..... | Pinckneyville Milling Co. | | Pinckneyville, Ill. |

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| Jackson, Howard B..... | Jackson Bros. & Co. | | 318 Postal Tel. Bldg., Chicago. |
| James, Edward A..... | Vice-Prest., Neola Elevator Co. | | 208 LaSalle st., Chicago |
| Jannopoule, D..... | Mo. Tent & Awning Co., | Tents..... | 210 Chestnut st. |
| Jasper, Louis A..... | Jasper & Sellmeyer, | Commission..... | 826 N. Third st. |
| Jenkins, B. C..... | | Broker..... | 506 Merchants'-Laclede Bldg. |
| Johns, H. A..... | Picker & Beardsley | Commission Co. | 118 N. Main st. |
| Johns, Thomas J..... | Charleston Milling Co. | | Charleston, Mo. |
| Johnson, Charles T..... | Home Mill & Grain Co. | | Mount Vernon, Ind. |
| Johnson, M. B..... | T. E. Price & Co., | Commission..... | 111 Cham. of Com. |
| Jones, Clarence Drummond..... | | | 4929 McPherson ave. |
| Jones, C. Norman..... | St. Louis Brewing Assn. | | 702 Wainwright Building. |
| Jones, Geo. W..... | Evans & Howard Fire | Brick Co..... | 920 Market st. |
| Jones, Louis J..... | Fulton Bag & Cotton Mills | | 612 S. Seventh st. |
| Jones, V. L..... | | | 406 Cham. of Com. |
| Jones, Vincent M..... | Jones-Wise Com. Co. | | 515 Chamber of Commerce |
| Judd, W. D..... | | | 796 Broad st., Newark, N. J. |

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| Kaercher, Ed. M..... | Schisler & Kaercher, | Seedmen..... | 708 N. Fourth st. |
| Kaeshoefer, G. L..... | Wabash R. R., | East-bound Agent..... | 324 Pierce Bldg. |
| Karna, W. H..... | | Commission..... | 304 Cham. of Com. |
| Kaufman, F. E..... | Bernet, Craft & Kaufman | Milling Co..... | 1068 Pierce Bldg. |
| Kavanaugh, W. K..... | So. Coal, Coke & Mining Co. | | 700 Security Bldg. |
| Keane, W. J..... | Ontario Central, | Com. Agent..... | 427 Pierce Bldg. |
| Keeble, W. B..... | Senter Commission Co., | Commission..... | 25 S. Third st. |

| Name. | Firm. | Business. | Location. |
|-------------------------|--|------------------------|-----------------------------|
| Kehoe, C. J. | F. D. Hirschberg & Co., | Insurance. | 123 Cham. of Com. |
| Kehlor, J. B. M. | Kennedy Grain Co. | Deceased. | |
| Keiser, C. J. | | Deceased. | |
| Keleher, P. F. | | Broker | 6154 Plymouth ave. |
| Kelly, E. M. | Liberty Mills, | | Nashville, Tenn. |
| Kemper, Wm. T. | Wm. T. Kemper Elevator Co., | | |
| | 601 Postal Tel. Bldg., Kansas City, Mo. | | |
| Kennard, Sam. M. | J. Kennard & Sons Carpet Co., | Carpets. | Fourth and Washington |
| Kennedy, Maxwell. | Kennedy Grain Co. | | 107 Cham. of Com. |
| Kennedy, Samuel G. | | Insurance. | 1214 Pierce Bldg. |
| Kerokhoff, D. C. | Pevely Dairy Co., | Dairy. | 3301 Park ave. |
| Kern, C. E. | | Broker. | 828 Brandeis Bldg., |
| | | | Omaha, Neb. |
| Ketchum, Horace F. | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Keyes, Archie A. | | Insurance Agent. | 1133 Pierce Bldg. |
| Keyes, S. P. | Keyes & Marshall Bros., | Livery. | 508 Bank of Commerce Bldg. |
| Kilz, Arthur. | Schultz & Niemeier Com. Co., | | 305 Cham. of Com. |
| King, Chas. E. | Erie Despatch, | Con. Freight Agent. | 423 Pierce Bldg. |
| King, M. D. | M. D. King Milling Co., | | Pittsfield, Ill. |
| Kingsland, Geo. | Miss. Valley Trust Co. | | Fourth and Pine sts. |
| Kisner, John. | John Kisner Feed Co., | Feed. | 4325 N. Broadway. |
| Klauber, John. | A. Klauber & Sons Iron & Metal Co. | | 509 S. Fourth st. |
| Klosterman, Will J. | Morton & Co., | Commission. | 509 Cham. of Com. |
| Knapp, W. E. | Schreiner Grain Co. | | 115 Cham. of Com. |
| Koehig, Wm. | Jos. A. Buckland & Co., | Hay and Grain. | 103 S. Third st. |
| Koehler, Julius H. | | | |
| Koenigsmark, A. J. | Koenigsmark Mill Co. | | Waterloo, Ill. |
| Koenigsmark, Jacob J. | Koenigsmark Mill Co. | | Waterloo, Ill. |
| Kohn, R. D. | | | 805 Security Bldg. |
| Kotany, M. | | Stock and Bond Broker. | 409 Olive st. |
| Krausse, E. B., Jr. | Nulsen, Klein & Krausse Mfg. & Mining Co., | | Levee & Sidney |
| Krausnick, E. C. | Gessler & Krausnick, Brokers. | | 411 Olive st. |
| Kreismann, Frederick H. | F. H. Kreismann Ins. Agency. | | 1453 Pierce Bldg. |
| Krenning, H. B. | Dorris Motor Car Co. | | 4100 Laclede ave. |
| Krey, Fred. | Krey Packing Co., | Pork Packers. | 21st and Bremen ave. |
| Krite, F. H. | Hezel Milling Co., | Millers, | |
| | Fifteenth st. and Southern Ry., | | East St. Louis, Ill. |
| Kron, August. | A. Kron Livery & U. Co. | | 2124 N. 10th st. |
| Kronsbain, Herman. | Holstein Com. Co., | Produce Com'n. | 1000 N. Broadway |
| Kuhlman, Ernest H. | | Feed. | 2304 Bremen ave. |
| Kuhn, Robert C. | Paul Kuhn & Co., | Grain and Hay | Evansville, Ind. |
| Kuhs, Edw. L. | | Real Estate. | 8323 N. Broadway |
| Kupferle, E. | Kupferle Bros. Mfg. Co. | | 600 N. Second st. |
| | | | |
| Lacy, J. R. | J. R. Lacy & Co., | Hay and Grain. | 2917 N. Broadway |
| Lahey, Thos. P. | T. E. Price & Co., | Commission. | 111 Cham. of Com. |
| Lake, Wm. H. | A. O. Slaughter & Co., | Broker. | 68 Board of Trade, Chicago |
| Lamy, Chas. O. | J. H. Teasdale Com. Co., | | 103 Cham. of Com. |
| Lamy, Joseph F. | W. A. Gardner & Co., | Com. | 208 S. LaSalle st., Chicago |
| Lancaster, H. Vest. | Dreyer Com. Co., | Commission. | 412 Cham. of Com. |
| Landry, H. D. | St. Louis S. W. Ry., | Com'l Agt. | 311 N. 8th st. |
| Lang, George. | Braun-Lang Com. Co., | Flour and Commission. | Gay Bldg. |
| Lang, B. H. | B. H. Lang & Co., | Commission. | 504 Cham. of Com. |
| Lang, Ben S. | B. H. Lang & Co. | | 504 Cham. of Com. |
| Lange, Alfred T. | A. T. Lange & Co., | Commission. | 312 Pierce Bldg. |
| Lange, C. F. George. | Luehrmann Hay & Grain Co., | Hay and Grain. | 101 Monroe st. |
| Langenberg, C. H. | Langenberg Bro. & Co., | Commission. | 518 Cham. of Com. |
| Langenberg, Fred. W. | Langenberg Bro. & Co., | Commission. | 518 Cham. of Com. |
| Langenberg, H. F. | Langenberg Bro. & Co., | Commission. | 518 Cham. of Com. |
| Langenberg, H. H. | Langenberg Bro. & Co., | Commission. | 518 Cham. of Com. |
| Langenberg, Geo. F. | Haynes-Langenberg Mfg. Co., | Furnaces. | 4067 Forest Park blv |

| Name. | Firm. | Business. | Location. |
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| Langton, J. J. P. | Langton & Kenney, | Mdse. Broker. | 602 S. 7th st. |
| Lantz, George | | Grain. | 212 Cham. of Com. |
| Lansing, E. W. | James E. Bennett & Co., | Brokers | 211 Cham. of Com. |
| Lanyon, Wm. | | Capitalist. | 838 Pierce Bldg. |
| Lathrop, Wm. B. | Vice-Pres. and Treas., | Pierson-Lathrop Grain Co., | Kansas City, Mo. |
| Latta, H. J. | Maxwell & Crouch Mule Co. | | National Stock Yards, Ill. |
| Laughlin, J. R. | | Real Estate | 708 Fullerton Bldg. |
| Lawless, C. W. | Moore-Lawless Grain Co. | | 325 Bd. of Trade, Kansas City, Mo. |
| Lawrence, Frank E. | Security W. H. & Elev. Co | | 308 Cham. of Com. |
| LeCompte, Jos. | Lexington Roller Mills Co. | | Lexington, Ky. |
| Lee, W. H. | Merchants'-Laclede Nat'l Bk., | Pres. | Fourth and Olive sts. |
| Lehman, Myer | | Deceased. | |
| Lemmon, Isaac L. | Elmore & Lemmon, | Grain | Roodhouse, Ill. |
| Lemp, Louis F. | W. J. Lemp Brewing Co., | Supt. | Thirteenth and Cherokee. |
| Lemp, Wm. J. | W. J. Lemp Brewing Co., | Pres't. | Thirteenth and Cherokee. |
| Lemp, Carl A. | W. J. Lemp Brewing Co., | Treas. | Thirteenth and Cherokee. |
| Lemp, Edwin A. | W. J. Lemp Brewing Co. | | Thirteenth and Cherokee. |
| Leonhardt, Arthur T. | Saxony Mills, | Flour. | 318 Lombard st. |
| Leonhardt, R. H. | Saxony Mills, | Flour. | 318 Lombard st. |
| Lepp, Henry | | Flour Mill. | DeSoto, Mo. |
| Leschen, Henry | A. Leschen & Sons Rope | Co. | 920 N. Main st. |
| Lewis, George H. | Lawrenceburg Roller | Mills Co. | Lawrenceburg, Ind. |
| Lewis, Chas. E. | Chas. E. Lewis & Co., | Brokers. | C. of C., Minneapolis, Minn. |
| Liermann, John C. | | Hay and Grain. | 3238 S. Thirteenth st. |
| Liesch, Christian | | | Greenville, Ill. |
| Lillie, J. B. | | Flour and Grain. | 406 Pierce Bldg. |
| Linn, C. M. | | Grain and Stock. | Humboldt, Neb. |
| Litchfield, Parker H. | The Modern Miller | Co., 1841 Insurance Ex., | Chicago, Ill. |
| Little, H. J. | Little & Hays Inv. Co., | | 303 N. Fourth st. |
| Lloyd, John H. | C. O. Matheny & Co., | Grain, | 708 Ferguson Bldg., Springfield, Ill. |
| Lockwood, B. A. | B. A. Lockwood Grain | Co. | Des Moines, Iowa |
| Logan, T. M. | Tate, Logan & Co., | Grain and Hay. | 404 Cham. of Com. |
| Loneragan, T. J. | T. J. Loneragan & Co. | | 511 Cham. of Com. |
| Lonsdale, John G. | Logan & Bryan, | Com. Brokers. | 113 Broadway, N. Y. |
| Lorenz, Henry | | Farmer | St. Marys, Mo. |
| Lothman, Wm. | Lothman Cypress Co. | | Foot of Angelica st. |
| Louderman, Jno. H. | | Broker. | 510 Pine st. |
| Louderman, Henry B. | | | 510 Pine st. |
| Louderman, H. B., Jr. | | | Roe Bldg. |
| Louderman, Wm. M. | | Stock Broker. | Roe Bldg. |
| Lowe, Elliott | Lincoln Grain Co. | | 601 First Nat'l Bank Bldg., Lincoln, Neb. |
| Ludington, Elliot K. | H. & L. Chase Bag Co. | | 18 N. Main st. |
| Luehrmann, Aug. F. W. | Luehrmann Bros. Hay & Grain Co., | Com. | First and Monroe sts. |
| Lueking, H. A. | | Transfer Business. | 1545 N. Fourteenth st. |
| Lumaghi, Joseph D. | Lumaghi Coal Co. | | 606 Equitable Bldg. |
| Mack, Henry W. | | Commission. | Gay Bldg. |
| Magee, J. B. | Magee Grain Co. | | 607 Ohio st., Cairo, Ill. |
| Magill, S. E. | Georgia R. R., | G. W. Agent. | 702 Pierce Bldg. |
| Maguire Chas. J. | Maguire Coal Co. | | 411 Olive st. |
| Maguire, Louis T. | Oriel Glass Co. | | 212 International Life Bldg. |
| Malkemus, Wm. Louis. | Newman & Malkemus, Brewers' Supplies. | | 214 Rialto Bldg. |
| Malone, F. J. | Halliday Elevator Co. | | 536 Pierce Bldg. |
| Maltby, Ernest V. | Hulburd, Warren & Chandler, Com. | | 130 S. LaSalle st., Chicago |
| Mann, A. E. | L. & N. R. R., | General Agent. | 312 N. Eighth st. |
| Manning, Herbert N. | Smith, Vincent & Co., | Commission. | 72 Gay Bldg. |
| Marcy, Geo. E. | Armour Grain Co. | | 137 S. La Salle st., Chicago. |

| Name. | Firm. | Business. | Location. |
|--------------------------|-----------------------------------|--------------------------|---|
| Markham, G. D. | W. H. Markham & Son, | Insurance. | 1226 Pierce Bldg. |
| Marke, David A. | Continental Portland Cement Co. | 1110 Syndicate Tr. Bldg. | |
| Marshall, Ben F. | Blodgett Elev. & Grain Co. | | Blodgett, Mo. |
| Marshall, J. D. | Marshall Bros. | Livery Co. | 5268 Delmar ave. |
| Marshall, Jno. E. | Sikes-McMullen Grain Co. | | Sikeston, Mo. |
| Marshall, S. T. | Nanson Commission Co. | | 202 Cham. of Com. |
| Marten, Louis F. | | St. Charles Sav. Bk. | St. Charles, Mo. |
| Martin, Geo. C., Jr. | Goffe & Carkener Co., | Com'n. | 107 Cham. of Com. |
| Martin, John J. | | | 4081 Greer ave. |
| Martin, Thos. King. | Graham & Martin Grain Co. | | 500 Cham. of Com. |
| Martin, Thos. L. | Annan, Burg & Co. | | 119 Cham. of Com. |
| Marx, Fritz. | K. & E. Neumond, | Grain and Feed. | 885 Pierce Bldg. |
| Mason, Sam'l Parker. | Nye-Schneider-Fowler Grain Co., | Grain. | Omaha, Neb. |
| Massengale, John E. | St. Louis & Tenn. Riv. Pack. Co., | Sec. | Foot of Pine st. |
| Matthews, Joseph R. | The Corno Mills Co., | President, | |
| Maune, Aug. | Aug. Maune R. E. & F. Co., | Real Estate. | 1020 International Life Bldg. |
| Meek, A. J. | Meek Milling Co., | Millers. | 2247½ University st. |
| Meek, William E. | Meek Milling Co. | | Marissa, Ill. |
| Meggins, L. M. | L. S. & M. S., | Agent. | 527 Pierce Bldg. |
| Meier, Theo. G. | | Deceased. | |
| Meier, Louis J. | Brockmeyer & Co., | Commission. | 528 N. Second st. |
| Meisemann, Harry N. | Mo. Pac. Ry. | Solicitor. | Railway Exchange Bldg. |
| Merriam, Nathan. | Merriam & Millard Co., | Grain, | |
| Messmore, John L. | Ballard, Messmore Grain Co., | Com. | 790 Brandeis Bldg., Omaha, Neb. |
| Meuser, Charles. | Kingshighway Feed Co., | Grain and Hay. | 1952 S. Kingshighway |
| Meuser, Herman. | Meuser-Schake Merc. Co., | Feed. | 4118 Gravois ave. |
| Meyer, Edw. J. | Peter H. Meyer & Sons | Hay and Grain Co. | 1308 N. Ninth st. |
| Meyer, Edwin J. | German Mut. Life | Ins. Co. | 1102 3rd Nat'l Bank Bldg. |
| Meyer, Ferd P. | John F. Meyer & Sons, | Miller. | 723 Merchants'-Laclade Bldg. |
| Meyer, C. H. | Meyer Bros. Hay & Grain Co., | Hay and Grain. | 1109 Cass ave. |
| Meyer, Theo. F. | Meyer Bros. Drug Co., | Druggists. | Fourth st. & Clark ave. |
| Meyer, John F. | John F. Meyer & Son, | Millers. | 723 Merchants'-Laclade Bldg. |
| Midlam, Wm. T. | Anchor Line, | Freight Solicitor. | 226 Pierce Bldg. |
| Miller, Aug. | Miller Grain Co. | | 826 Pierce Bldg. |
| Miller, J. T. | W. A. Miller Hay & Grain Co., | Feed. | 1417 N. Broadway |
| Miller, Scott A. | | | |
| Miller, W. A. | W. A. Miller Hay & Grain | Co. | 1417 N. Broadway |
| Milleson, C. D. | Allneeds Mills Co., | Hay and Grain, | 217 St. Clair ave., East St. Louis, Ills. |
| Milliken, B. H. | Milliken-Helm Com. Co. | | 121 Cham. of Com. |
| Milliken, Horace. | Milliken-Helm Com. Co. | | 121 Cham. of Com. |
| Milliken, John T. | Jno. T. Milliken & Co. | | 121 Cham. of Com. |
| Moffatt, Edwin O. | Moffatt Com. Co. | | 219 Postal Bldg., Kansas City, Mo. |
| Moffitt, Charles S. | Hubbard & Moffitt | Com. Co. | 212 Cham. of Com. |
| Moffitt, N. L. | Hubbard & Moffitt | Com. Co. | 212 Cham. of Com. |
| Mohlenbrock, Malte. | Mohlenbrock Milling | Co. | Campbell Hill, Ill. |
| Moore, E. W. | | Accountant. | Hopkinsville, Ky. |
| Moore, Roy D. | | | |
| Morrison, Robert W., Jr. | | | 306 International Life Bldg. |
| Morrison, Fred. | Morrison Bros. | Live Stock, etc. | Ramsey, Ills. |
| Morse, J. W. | Eureka Mills Co. | | Theresa av. and Mo. Pac. track |
| Morton, Claude A. | Morton & Co., | Commission. | 510 Cham. of Com. |
| Morton, Turner B., Jr. | Morton & Co., | Commission. | 510 Cham. of Com. |
| Mueller, A. | Mueller-Dillon Chem. Co. | | 1100 Armstrong ave. |
| Mullally, Dan'l. S. | Langenberg Bros. & Co., | Commission. | 518 Cham. of Com. |
| Mullally, Martin J. | Martin Mullally Com. Co. | | 405 Chamber of Commerce. |
| Mullally, Jno. D. | Graham & Martin Gr. Co. | | 500 Cham. of Com. |
| Murdoch, Wm. | H. & L. Chase Bag Co. | | 18 N. Main st. |
| Murphy, Joseph F. | B. & O. S.-W. R. R., | Commercial Agent. | 723 Pierce Bldg. |
| Murphy, J. L. | | Deceased. | |
| Myerson, G. S. | Krey Packing Co. | | 21st st. and Bremen ave. |

| Name. | Firm. | Business. | Location. |
|------------------------|---------------------------------------|---|----------------------------|
| McAdam, Wm. S. | | | |
| McCauley, B. J. | Neola Elevator Co. | | 213 Cham. of Com. |
| McCaull, J. L. | The McCaull-Dinsmore Co. | 917 Ch. of Com., Minneapolis, Minn. | |
| McCarty, Jno. V. | N., C. & St. L. R. R., Cont. Agent. | | 406 Bk. Com. Bldg. |
| McChesuey, W. S., Jr. | Terminal R. R. Assn., P. and G. M. | | Union Station. |
| McClellan, C. W. | Foell & Co., Commission. | | 123 Market st. |
| McClellan, Frank P. | J. S. McClellan & Son Grain Co. | | 406 Pierce Bldg. |
| McClellan, J. S. | J. S. McClellan & Son Grain Co. | | 406 Pierce Bldg. |
| McClellan, Thos. G. | N., C. & St. L. Ry. | | 406 Bank of Commerce Bldg. |
| McClelland, Frank M. | F. M. McClelland & Co., Grain, etc. | | 668 Pierce Bldg. |
| McCluney, John H. | | Deceased. | |
| McCombs, R. M. | Cape County Milling Co. | | Jackson, Mo. |
| McConaughy, Chas. W. | Bodman-McConaughy Co., Grain. | | Holdredge, Neb. |
| McConnell, E. E. | Central States Dispatch, Com'l Agent. | | 622 Pierce Bldg. |
| McConnell, E. J. | International Merc. Marine Co. | | 1101 Locust st. |
| McCoy, Wm. C. | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| McCracken, Robt. H. | Republic Mfg. Co., | 20th and State sts., E. St. Louis, Ill. | |
| McCreery, J. A. | J. A. McCreery & Son, Grain. | | Mason City, Illa. |
| McCulloch, Richard. | United Railways Co., Vice-President. | | 3869 Park ave. |
| McFadden, Bruce H. | McFadden & Co., Grain | | Havana, Ill. |
| McGehee, Jas. Stewart. | | | 4540 Westminster Place |
| McGrath, James F. | Cumberland Gap | Despatch, Agent. | 312 N. Eighth st. |
| McGroarty, Edw. J. | St. Louis Weighing Co. | | Second and Tyler sts. |
| McKenzie, Alexander. | Kaw Grain & Elev. Co., | 327 Bd. of Trade, Kansas City, Mo. | |
| McLain, J. T. | McLain-Alcorn Com. Co. | | 705 N. Third st. |
| McMahan, J. H. | | | 5644 Bartmer ave. |
| McMorrow, P. J. | A. Gelsel Mfg. Co. | | 219 S. Second st. |
| McNair, L. G. | McNair-Harris Realty Co., | President. | Fourth and Olive sts. |
| McPhail, John C. | | Dry Goods. | 4298 Finney ave. |
| McSorley, B. J. | | Broker. | 314 Cham. of Com. |

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|------------------------|--------------------------------------|------------------------------|----------------------------|
| Nagel Charles. | | Attorney. | 918 Security Bldg. |
| Napier, Robert C. | Hubbard & Moffitt | Commission Co. | 212 Cham. of Com. |
| Nasse, August. | | Wholesale Grocer. | 10 N. Second st. |
| Nelson, L. C. | L. C. Nelson & J. M. Nelson, Jr. | | 923 Security Bldg. |
| Nelson, J. M., Jr. | L. C. Nelson & J. M. Nelson, Jr. | | 923 Security Bldg. |
| Newell, James P. | James P. Newell & Co., | Stocks and Bonds, | |
| | | 208 Commonwealth Trust Bldg. | |
| Newell, Joseph T. | Geo. P. Plant Milling Co. | | 503 Cham. of Com. |
| Newman, H. S. | | | 1213 Pierce Bldg. |
| Newman, W. E. | Newman & Malkemus, | Brokers. | 214 Rialto Bldg. |
| Nickel, H. L. | | | Third and Convent sts. |
| Nickerson, John. | | Bonds and Stocks. | 405 Olive st. |
| Nicolai, Edgar S. | W. P. Howard Com. Co. | | 408 N. Levee |
| Nicolaus, Henry. | St. Louis Brew. Assn. | | 702 Wainwright Bldg. |
| Niedringhaus, Thos. K. | Nat. Enam. & Stmp. Co., Mfrs. | | New Bk. Com. Bldg. |
| Niedringhaus, F. G. | Nat. Enam. & Stmp. Co., Mfrs. | | New Bk. Com. Bldg. |
| Niemeler, Chas. L. | Schultz & Niemeler | Com. Co. | 305 Cham. of Com. |
| Nobbe, Chas. H. | Nobbe Bros. | Grain. | Farmersville, Ill. |
| Noel, Henry M. | Noel-Young Bond & Stock Co., Banker. | | 500 LaSalle Bldg. |
| Nolan, W. T. | | | 3523 Clark ave. |
| Norris, James. | Norris & Co. | | 40 Board of Trade, Chicago |

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|----------------------|---------------------------|-------------|-------------------|
| Oakes, Harry. | | Farming. | Bluffs, Ill. |
| O'Connell, Dennis B. | T. E. Price & Co., | Commission. | 111 Cham. of Com. |
| O'Donnell, Hugh. | Napoleon Hill Cotton Co., | | 1168 S. Main st. |
| O'Donnell, John. | Jno. O'Donnell & Bro., | Contractors | 4362 Cook ave. |

| Name. | Firm. | Business. | Location. |
|------------------------|------------------------------------|--|------------------------------------|
| O'Donnell, Patr'k. | Jno. O'Donnell & Bro., | Contractors. | 1423 N. Euclid ave. |
| Oechaner, Frank J. | | Commission. | 1109 N. Third st. |
| O'Neil, Joseph M. | Jackson Bros. | | 301 Cham. of Com. |
| O'Rourke, Jno. J. | Powell & O'Rourke | | 838 Pierce Bldg. |
| Orthwein, W. D. | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| Orthwein, F. C. | W. D. Orthwein Grain Co. | | 303 Cham. of Com. |
| Orthwein, W. E. | | Stocks & Bonds. | 204 Rialto Bldg. |
| Orvis, Otto A. | The Orvis Grain Co. | | 508 Cham. of Com. |
| Ostermayer, Geo. | | | 8024 N. Broadway. |
| O'Toole, Wm. | Martin Mullally Com. Co. | | 405 Cham. of Com. |
| Owings, Zebulon P. | Toberman, Mackey & Co. | | 436 Pierce Bldg. |
| Padberg, B. A. | Padberg Mercantile Co. | | 3901 S. Broadway. |
| Paddock, Fred. O. | The Paddock-Hodge | Co., Grain, 29 Produce Exchange, Toledo, Ohio | Stanton, Ill. |
| Panhorst, J. C. | | | 716 N. Second st. |
| Papendick, Fredk. C. | F. C. Papendick & Co., | Commission. | 1426 Pierce Bldg. |
| Papin, H. E. | Insurance Agency Co. | | |
| Parrott, Gilbert E. | | | |
| Parrott, James D. | Parrott, Day Co., | Commission. | 319 Cham. of Com. |
| Parrott, M. R. | Parrott, Day Co., | Commission. | 319 Cham. of Com. |
| Patton, Max M. | Taylor & Patton Co. | | 700 Hubbel Bldg., Des Moines, Iowa |
| Paule, Edwin J. | Paule Grain & Milling Co. | | 7704 Ivory ave. |
| Paule, Herman | Paule & Meyer, | Hay and Grain. | 117 Blow st. |
| Payne, Peter H. | Payne & Becker, | Broker. | 100 Chemical Bldg. |
| Peak, L. L. | Shelton Mills | | Chattanooga, Tenn. |
| Pechmann, Julius F. | Dorr & Zeller C. Co., | Confectioners. | 3924 Washington ave. |
| Peck, Edward P. | Omaha Elevator Co. | | 621 Brandeis Bldg., Omaha, Neb. |
| Pendleton, R. J. | Pendleton Grain Co. | | 1253 Pierce Bldg. |
| Penney, Joseph L. | Terminal R. R. Assn., | Ind. Comm'r. | 120 Rialto Bldg. |
| Perrine, Willson H. | W. H. Perrine & Co. | Grain. | 314 Postal Tel. Bldg., Chicago |
| Petersen, Julius | Jul. Petersen Com. Co. | | 709 Carroll st. |
| Petersen, Julius J. | Julius Petersen Com. Co. | | 709 Carroll st. |
| Petri, Arthur C. | Bartlett-Frazier Co. | | 211-B Cham. of Com. |
| Petri, T. F. | Thos. Akin, | Com. | 507 Bank of Commerce Bldg. |
| Petring, Geo. H. | H. P. Coffee Co. | | 725 Spruce st. |
| Pfeffer, E. S. | Pfeffer Milling Co. | | Lebanon, Ill. |
| Pfenninger, John J. | Pfenninger Pretzel & B. Co. | | 1409 S. Eighth st. |
| Picker, Erich | Picker & Beardsley | Commission Co. | 118 N. Main st. |
| Pierce, H. C. | | | 25 Broad st., N. Y. |
| Pingree, Samuel S. | | | |
| Plant, F. S. | Plant Seed Co., | Seeds. | 802 N. Main st. |
| Plant, George H. | Geo. P. Plant Mill. Co., | President. | 508 Chamber of Com. |
| Plant, Samuel. | Geo. P. Plant Mill Co. | V.-P. | 508 Chamber of Commerce. |
| Pollock, W. W. | Wm. Pollock Milling & Elevator Co. | | Mexico, Mo. |
| Pollock, Wm. | Wm. Pollock Milling & Elevator Co. | | Mexico, Mo. |
| Polk, James K. | A. C. Harsh & Co., | Grain. | 506 Cham. of Com. |
| Pommer, Robert W. | D. I. Bushnell & Co., | | 105 N. Second st. |
| Porteous, W. M. | Can. Pac. Despatch, | Agent. | 428 Pierce Bldg. |
| Porter, F. J. | Empire Line, | Agent. | 418 Pierce Bldg. |
| Porter, John C. | | | 408 Olive st. |
| Postel, Julius. | P. H. Postel Mill. Co. | | Mascoutah, Ill. |
| Postel, George. | P. H. Postel Mill. Co. | | Mascoutah, Ill. |
| Potter, Henry. | | | 408 Olive st. |
| Powell, Geo. F. | Powell & O'Rourke, | | 838 Pierce Bldg. |
| Powell, Willis J., Jr. | | | 3108 Morgan st. |
| Powers, Wm. F. | | Deputy Supr. | 1709 N. Grand ave. |
| Prange, A. F. | H. Prange & Son, | Millers. | New Douglas, Ill. |
| Prante, C. F. | C. F. Prante & Co., | | 314 Lesperance st. |
| Price, Thos. E. | T. E. Price & Co., | Commission. | 111 Cham. of Com. |
| Priver, Leon | | | 1601 St. Louis ave., E. St. Louis. |

| Name. | Firm. | Business. | Location. |
|------------------|--------------------|----------------------|------------------|
| Prough, Peter | D. Prough & Son, | Feed | Kirkwood, Mo. |
| Prunty Chas. E | | Grain and Grass Seed | 9 S. Main st |
| Puff, Fred. | Brosseau & Co. | | 438 Pierce Bldg. |
| Putnam, Lyman W. | Wiggins Ferry Co., | Com'l Agent | 118 Rialto Bldg. |

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| Quenel, Chas. J. | | | 4940 Reber place |
| Quinlivan, Sol. J. | J. F. Quinlivan & Bro. | Feed Co. | 800 S. Theresa ave. |
| Quinlivan, Jno. R. | J. F. Quinlivan & Bro. | Feed Co. | 800 S. Theresa ave. |

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| Rallsbach, G. J. | Rallsbach & Bro., | Grain | Ashland, Neb. |
| Rall, E. G. | E. G. Rall Grain Co., | 512 F. & M. Bk. Bldg. | Ft. Worth, Tex. |
| Randolph, Tom. | Nat'l Bank of Commerce, | President | Broadway and Olive |
| Ranken, Robert. | | | 505 N. Seventh st. |
| Rankin, Joseph. | N. Y. Central Lines, | Com'l Agent | 523 Pierce Bldg. |
| Rassieur, Leo. | Rassieur, Kammerer & Rassieur, | Attorney | 406 Market st. |
| Ravold, W. J. | W. L. Green Com. Co. | | 206 Cham. of Com. |
| Reardon, James A. | | | |
| Reber, H. Linton. | Kinloch Telephone Co., | Secretary and G. M. | Kinloch Bldg. |
| Reed, Chas. J. | Reed-Adam Co., | | 341 Pierce Bldg. |
| Reichert, W. J. | Reichert Milling Co. | | Freeburg, Ill. |
| Reid, J. C. | Corno Mills Co. | | 1020 International Life Bldg. |
| Reuter, H. D. | Reuter Milling Co. | | Flat River, Mo. |
| Rhein, Walter. | Rhein Feed Co., | Hay, Grain and Feed | Belleville, Ill. |
| Richmond, Manley G. | Shaw & Richmond | Produce Co. | 829 N. Third st. |
| Richter, Gustav. | Sachs, Richter Realty & Lumber Co. | | 200 Rialto Bldg. |
| Richter, H. Edward. | Richter Grain Co., | Grain and Hay, | |
| | | 805 Andrews Bldg. | Cincinnati, Ohio |
| Riddle, R. J. | Tennessee Mill Co. | | Estill Springs, Tenn. |
| Riederer, John. | Slater Mill & Elevator | Co. | Slater, Mo. |
| Ring, John. | | Provision Broker. | 508 Cham. of Com. |
| Roberts, Henry | | Grain | Tekamah, Neb. |
| Robinson, A. C. | Hunter-Robinson-Wenz | Milling Co. | 921 Pierce Bldg. |
| Rock, Chas. F. | | | |
| Roever, J. H. | J. C. Roever & Co., | Hay & Grain. | 5601 Natural Bridge rd. |
| Rogers, Albert Jackson. | Goffe & Carkener | Co. | 107 Cham. of Com. |
| Rooke, Wm. A. | Logan & Bryan, | Broker | 210 Chamber of Commerce. |
| Roos, Sol. | American Metal Co., Limited. | | 1411 Third Nat'l Bk. Bldg. |
| Roskopf, Fred. W. | Toberman, Mackey & Co., | Grain | 436 Pierce Bldg. |
| Ruemeli, R. A. | | Broker. | 511 Cham. of Com. |
| Rump, Aug. | Merchants' Exchange | Flour Inspector. | 4 N. Second st. |
| Rump, Herman A. Von. | Seele Bros. Grain | Co. | 317 Cham. of Com. |
| Rumsey, Israel P. | Rumsey & Co | Com. | 80 Bd. of Trade Chicago. |
| Ryan, M. J. | | | 419 Commercial Bldg. |
| Ryan, Wm. F. | W. F. Ryan & Co., | Brokers | 455 Pierce Bldg. |
| Rycroft, Herbert E. | | Deceased | |

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| Sale, S. B. | | | Columbia Theater Bldg. |
| Samuel, Aderton | W. D. Orthwein Grain | Co. | 303 Cham. of Com. |
| Samuel, Ed. M. | E. M. Samuel & Co. | Com. | 88 Bd. of Trade bldg., Chicago |
| Sartorius, Henry | Sartorius Prov. Co. | | 274 Arsenal st. |
| Sauer, George Nicholas. | Sauer Milling Co. | | Evansville, Ill. |
| Sauer, Philip E. | Sauer Milling Co. | | Evansville, Ill. |
| Saunders, Lancelot. | P. Saunders, | Broker | 204 N. Third st. |
| Saunders, Parker. | | Broker | 304 N. Third st. |
| Savage, H. H. | W. L. Green Com. Co. | | 306 Cham. of Com. |
| Sayers, Rich. M. | | | |

| Name. | Firm. | Business. | Location. |
|------------------------------|------------------------------------|-------------------------|---|
| Schaaf, Edward..... | St. Marys Mill Co. | | St. Marys, Mo. |
| Schaacht, Chas..... | Union Roller Milling Co. | | Pocahontas, Ill. |
| Schaeffer, Geo. | Schaeffer Bros. & Powell Mfg. Co., | Soap and Candles, | Barton and Kosciusko sts. |
| Schaeffer, Jacob. | Schaeffer Bros. & Powell Mfg. Co., | Soap and Candles, | Barton and Kosciusko sts. |
| Schaeperkoetter, Edw..... | Schaeperkoetter Cooperage Co. | | 1221 Montgomery st. |
| Scharff, Edward E..... | Nicholas Scharff & Sons Grocer Co. | | 801 Spruce st. |
| Scharff, Nicholas..... | | | |
| Schawacker, C..... | | Livery..... | 414 S. Third st. |
| Scheitlin, Chas..... | Scheitlin & Hoffman, | | 820 N. Third st. |
| Schisler, Arthur W..... | Schisler & Kaercher, | Seedmen..... | 710 N. Fourth st. |
| Schlocke, Henry F..... | | Groceries and Feed..... | 8720 Evans ave. |
| Schnell, J. R..... | | | Harrisonville, Mo. |
| Schoen, Isaac A..... | | | 100 N. Main st. |
| Schoening, Edw. F..... | Columbia Star Milling Co. | | Columbia, Ill. |
| Schreiner, Chas. A..... | Schreiner Grain Co., | Commission..... | 115 Cham. of Com. |
| Schreiner, Jacob..... | Schreiner Grain Co., | Commission..... | 115 Cham. of Com. |
| Schuermann, Julius..... | O'Connor Market Reporter Co., | Reporter..... | 216 Market st. |
| Schuessler, Adolph..... | Hunter Grain Co., | Commission..... | 354 Pierce Bldg. |
| Schuler, John G..... | German Mutual Life Ins. Co. | | 1102 Third Nat'l Bank Bldg. |
| Schulte, John J..... | Geo. J. Schulte & Co., | Commission..... | 511 Cham. of Com. |
| Schultz, Arthur W..... | Schultz & Niemeier | Com. Co..... | 305 Cham. of Com. |
| Schultz, Henry C..... | Schultz & Niemeier | Com. Co..... | 305 Cham. of Com. |
| Schultz, Chas. O..... | | Agent..... | 52 Gay Bldg. |
| Schultz, John..... | Schultz, Baujan & Co., | Millers..... | Beardstown, Ill. |
| Schultz, Louis F..... | Schultz & Niemeier Com. Co. | | 305 Cham. of Com. |
| Schulz, Henry..... | Henry Schulz Feed Co. | | Webster Groves, Mo. |
| Schluz, John..... | John Schulz Feed Co., | Feed..... | 6535 Manchester ave. |
| Schulz, Otto J..... | Zelle Bros. P. & C. Co., | | 702 N. Third st. |
| Schurmann, Ed..... | Hanover Star Milling Co. | | Germantown, Ill. |
| Schurmann, Henry..... | Hanover-Star Milling Co. | | Germantown, Ill. |
| Schwabe, E. F. W..... | | | |
| Schwartz, Edwin..... | M. Schwartz & Son, | Feed..... | 3542 Missouri ave. |
| Scott, Robt. F..... | Picker & Beardsley Com. Co. | | 118 N. Main st. |
| Scott, T. Maurice..... | Picker & Beardsley, | Commission..... | 118 N. Main st. |
| Scott, W. S..... | Mo. and Ill. Coal Co. | | 805 Mermod-Jacard Bldg. |
| Scullin, John..... | Scullin-Gallagher I. & S. Co. | | 818 Security Building. |
| Sears, W. H..... | | | St. Louis-Union Trust Co. |
| Sears, Gilbert..... | C. H. Albers Com. Co. | | 626 Pierce Bldg. |
| Seaver, James E..... | Moore-Seaver Gr. Co. | | 520 Bd. of Trade, Kansas City, Mo. |
| Sebastian, Henry W..... | | | 202 Houser Bldg. |
| Seele, Edw. C..... | Seele Bros. Grain Co. | | 317 Cham. of Com. |
| Seele, Eugene W..... | Parrott-Day Co. | | 319 Cham. of Com. |
| Seele, F. W..... | Seele Bros. Grain Co., | Commission..... | 317 Cham. of Com. |
| Seele, W. C..... | Seele Bros. Grain Co. | | 317 Cham. of Com. |
| Segrave, John K..... | C. B. Munday & Co. | | Litchfield, Ill. |
| Sehlinger, Anton..... | Sehlinger Grain Co., | | Belleville, Il. |
| Seipp, Philip W..... | A. O. Slaughter & Co., | Brokers..... | 110 W. Monroe st., Chicago |
| Seldomridge, Chas. B..... | C. B. Seldomridge, | Grain, | |
| Senter, Charles Parsons..... | Senter Com. Co. | | 108 S. Tejon st., Colorado Springs, Colo. |
| Sessinghaus, Wm..... | | | 27 S. Third st. |
| Seybt, Charles H..... | Highland Milling Co., | | 1444 St. Louis ave. |
| Shapleigh, A. L..... | Shapleigh Hardware Co. | | 612 Merchants'-Laclede Bldg. |
| Shields, Edwin W..... | Simonds-Shields Grain Co. | | 4th & Washington ave. |
| Shields, George H..... | Shields & Shields | | B. of T., Kansas City, Mo. |
| Shirmer, Philip F..... | | | 926 Title Guarantee Bldg. |
| Siddons, Geo. S..... | Atlanta, Birmingham & | Atlantic R. R..... | 5009 Maple ave. |
| Siemers, Geo. F..... | | Commission..... | 821 Pierce Bldg. |
| Sieving, F. A..... | W. D. Orthwein Grain Co. | | 314 Cham. of Com. |
| Simon, Chas. G..... | Great Western Feed Co. | | 303 Cham. of Com. |
| Simmons, E. C..... | Simmons Hardware Co., | | 3911 Chouteau ave. |
| Skrainka, Fred..... | | | Ninth and Spruce sts. |
| Slack, B. L..... | Ballard, Messmore Gr. Co., | | West End Hotel. |
| | | | 417 Cham. of Com. |

| Name. | Firm. | Business. | Location. |
|------------------------|-------------------------------|-------------------------------|------------------------------|
| Slade, Chas. | Purcell B. & T. Co., | | Purcell, Okla. |
| Sloan, William P. | | | Golconda, Ill. |
| Smith, C. B. | R. G. Dun & Co. | 1120 Nat'l Bank of Com. Bldg. | |
| Smith, Eugene | Merchants' Exchange, | Secretary | Cham. of Com. |
| Smith, H. H. | Golden Grain Milling Co., | Ass't Sec'y and Pur. Agent, | East St. Louis, Ills. |
| Smith, J. Allen | J. Allen Smith & Co., | Millers | Knoxville, Tenn. |
| Smith, Robt. E. | | | |
| Smith, S. Jenks | | Broker | Cham. of Com. |
| Smith, Wm. E. | Plant Seed Co. | | 802 N. Main st. |
| Smith, W. P. | Southern Ry. | Con't Agent | 218 Pierce Bldg. |
| Sparks, Charles F. | Sparks Milling Co. | | Alton, Ill. |
| Sparks, Hosea B. | Sparks Milling Co. | | Alton, Ill. |
| Sparks, H. J. | The Brecht Co. | | Twelfth st. and Cass ave. |
| Spelbrink, Louis | Louis Spelbrink L. & U. Co., | Livery Stable | 1821 Franklin ave. |
| Spellman, John W. | Spellman & Co. | Grain | Lincoln, Ill. |
| Stanard, Edwin | Stanard-Tilton Milling Co. | | 1015 Pierce Bldg. |
| Stanard, W. K. | Stanard-Tilton Milling Co., | Vice-President | 1015 Pierce Bldg. |
| Steele, Joseph W. | Jos. W. Steele & Co., | Printers | 18 N. Third st. |
| Steed, Sylvester P. | Jones-Wise Com. Co., | Grain | 515 Cham. of Com. |
| Steigers, D. H. | St. Louis Hide and Tallow Co. | | 5145 N. Second st. |
| Steinmesch, Harry J. | Steinmesch Feed & P. S. Co. | | 320 Market st. |
| Steinmesch, Henry | Steinmesch F. & P. S. Co. | | 320 Market st. |
| Stephens, Phillip A. | Eaton-McClellan Com. Co., | Grain | 214 Cham. of Com. |
| Stewart, A. C. | Stewart, Bryan & Williams | | 1805 Pierce Bldg. |
| Stewart, A. W. | | | 5261 Washington ave. |
| Stewart, H. B. | G. J. Stewart & Co., | Lumber and Grain | Chariton, Ia. |
| Stewart, Wallace E. | Ware & Leland | | 209 Cham. of Com. |
| Stickney, Stuart G. | A. G. Edwards & Son, | Stocks and Bonds | 422 Olive st. |
| Stiers, Frank A. | | Contractor | 4171 W. Belle pl. |
| Stifel, H. C. | Alzheimer & Rawlings | Investment Co. | 207 N. Broadway |
| Stifel, Otto Fred'k. | Union Brewing Co., | Brewing | 3146 Gravois ave. |
| Stith, W. C. | Terminal R. R. Ass'n | Traffic Manager | 118 Rialto Bldg. |
| Stone, R. C. | Stone & Watts | | 320 Cham. of Com. |
| Stonebraker, Edw. O. | | | Springfield, Mo. |
| Stott, David | David Stott | Flour Mill | Detroit, Mich. |
| Stover, W. D. | Star Union Line, | Agent | 226 Pierce Bldg. |
| Strain, Arthur R. | Union Seed & Fertilizer Co. | | 2745 Papin st. |
| Stream, John J. | J. C. Shaffer & Co. | | 224 S. LaSalle st., Chicago. |
| Stroud, H. L. | Citizens' Bank of Rogers | | Rogers, Ark. |
| Struttman, John | | Grain | Rhineland, Mo. |
| Stuever, Anton C. | Highland Fire Clay Co. | | Macklind and Berthold ayes. |
| Sullivan, John F. | | | 3440 Keokuk st. |
| Sullivan, Patrick | | | Cuba, Mo. |
| Summa, Emil | Cuba Roller Mills Co. | | Cairo, Ill. |
| Sutherland, William H. | Cairo Milling Co. | | 248 Pierce Bldg. |
| Swartz, Frederick C. | | Broker | 905 Chemical Bldg. |
| Swift, W. H. | Fruin, Bambrick Con. Co., | Contractors | 1321 Montclair ave. |
| Swygard, W. B. | | | 208 N. Main st. |
| Sykes, G. A. | St. Louis Com. Co. | | |
| Talbott, O. A. | O. A. Talbott & Co., | Grain and Seed | Keokuk, Iowa |
| Tansey, Geo. J. | St. Louis Transfer Co., | President | 400 S. Broadway. |
| Tate, Wm. R. | Tate, Logan & Co., | Grain and Hay | Nashville, Tenn. |
| Taylor, Wm. H. | | Insurance | 308 Odd Fellows' Bldg. |
| Taylor, E. M. | | Commission | 509 Cham. of Com. |
| Taylor, J. B. | J. B. Taylor Grain Co. | | 1028 Pierce Bldg. |
| Teasdale, Thos. B. | J. H. Teasdale Com. Co. | | 103 Cham. of Com. |
| Teasdale, J. W. | J. W. Teasdale & Co., | Dried Fruits | 806 Spruce |
| Teasdale, J. Waller | J. H. Teasdale Com. Co. | | 103 Cham. of Com. |
| Teasdale, Geo. W. | J. W. Teasdale & Co., | Dried Fruits | 806 Spruce |

| Name. | Firm. | Business. | Location. |
|----------------------|-------------------------------------|----------------------------|-------------------------------|
| Teasdale, J. W., Jr. | J. W. Teasdale & Co., | Dried Fruits..... | 806 Spruce st. |
| Teichmann, Chas. H. | | | 1610 Mississippi ave. |
| Teichmann, Otto L. | German-American Bank, | President. | 4th and Franklin ave. |
| Telthorst, Herman | | Flour and Feed..... | 7501 S. Broadway. |
| Temple, Joseph | Adams Express Co., | General Agent..... | 410 N. Fourth st. |
| Templeman, W. J. | Templeman & Co., | Produce..... | 808 N. Third st. |
| TenBroek, Gerrit H. | | Attorney..... | 717 Locust st. |
| Tesson, George B. | Nanson Com. Co. | | 202 Chamber of Commerce. |
| Thiess, Harry E. | Thiess Bros. & Milleson, | Hay and Grain, | |
| | | 217 St. Clair ave., | East St. Louis |
| Thompson, C. McClung | C. L. Thompson & Son, | Insurance..... | 1348 Pierce Bldg. |
| Thompson, Joseph B. | | | 4615 Westminster place |
| Thompson, R. P. | | | 1344 Pierce Bldg. |
| Thompson, S. A. | W. H. Thompson Inv. Co., | | 403 Bank of Commerce Bldg. |
| Thomson, Wm. A. | W. A. Thomson & Co., | Grain..... | Louisville, Ky. |
| Thurnau, Arnold A. | Arnold A. Thurnau Grain & Feed Co., | | 514 Cham. of Com. |
| Tice, Vilray C. | Goffe & Carkener Co., | Commission..... | 107 Cham. of Com. |
| Tiedemann, Geo. W. | Chas. Tiedemann Milling Co., | | O'Fallon, Ill. |
| Tiffany, Geo. S. | Geo. S. Tiffany & Co., | Cotton Merchant..... | 106 S. First st. |
| Tilton, Edgar D. | Stanard-Tilton Milling Co., | | 1015 Pierce Bldg. |
| Toberman, M. E. | Toberman, Mackey & Co., | Hay and Grain..... | 436 Pierce Bldg. |
| Toberman, Walter H. | Toberman, Mackey & Co., | | 436 Pierce Bldg. |
| Tontrup, Louis H. | Papin & Tontrup, | Real Estate..... | 626 Chestnut st. |
| Townsend, F. C. | Townsend Com. Co., | | 827 N. Third st. |
| Trimble, C. H. | Atlantic Coast Line, | Agent..... | 803 Pierce Bldg. |
| Tumbach, C. | McCullough & Tumbach, | Commission..... | 112 N. Main st. |
| Tune, Lewis T. | The Bradstreet Co. | | 219 Security Building. |
| Tunstall, R. B. | | Commission..... | 901 Pierce Bldg. |
| Turner, G. A. | Turner Grain Co., | Grain Commission..... | 421 Cham. of Com. |
| Turner, V. P. | Turner-Hudnut Co., | Grain..... | 101 S. Mary st., Pekin, Ills. |
| Twamley, J. F. | J. F. Twamley Son & Co., | Grain, | |
| | | Fourteenth and Izard sts., | Omaha, Neb. |
| Twidale, E. A. | Koehler-Twidale Elevator Co., | | Hastings, Neb. |

| | | | |
|---------------|--------------------|-------------|-----------------------------|
| Udell, C. E. | C. E. Udell & Co., | Cheese..... | 410 N. Second st. |
| Udlike, N. B. | Udlike Grain Co. | | 240 Omaha Nat'l Bank Bldg., |
| | | | Omaha, Neb. |

| | | | |
|--------------------|------------------------------|--------------------|---------------------------------|
| Vahlkamp, Henry | W. J. Lemp Brew. Co., | Secretary..... | 18th and Cherokee sts. |
| Vallier, Chas. E. | Vallier & Spies Milling Co., | | 913 Pierce Bldg. |
| Vallier, Louis A. | Vallier & Spies Milling Co., | | 913 Pierce Bldg. |
| Vallier, Robt. C. | Vallier & Spies Mfg. Co. | | 913 Pierce Bldg. |
| Van Nuy, John M. | Parker & Graff | | 17 Cham. of Com., Peoria, Ills. |
| Vaughan, Wm. L. | | Attorney..... | Chamols, Mo. |
| Veninga, George A. | G. A. Veninga & Co. | | 353 Pierce Bldg. |
| Veninga, Milton E. | G. A. Veninga & Co. | | 353 Pierce Bldg. |
| Vincent, J. F. | Smith, Vincent & Co., | Commission..... | 73 Gay Building. |
| Vogel, Charles F. | | Real Estate..... | 624 Chestnut st. |
| Voll, Edgar P. | Bolz-McBride Cooperage Co., | | 704 Bank of Commerce Bldg. |
| Voris, George W. | | Grain and Hay..... | Stewardson, Ill. |

| | | | |
|---------------------|------------------------------|----------------|------------------------|
| Wachter, Gustave W. | St. Louis Oil Co. | | 2000 N. Second st. |
| Waddock, Frank B. | O'Connor Market Reporter Co. | | 216 Market st. |
| Waddock, Frank G. | O'Connor Market Reporter Co. | | 216 Market st. |
| Wade, Festus J. | Mercantile Trust Co., | President..... | Eighth and Locust sts. |

| Name | Firm. | Business. | Location. |
|----------------------|---|---|----------------------------------|
| Waggoner, E. L. | W. L. Green Com. Co. | | 208 Cham. of Com. |
| Waggoner, Wm. H. | Waggoner-Gates | Milling Co. | Independence, Mo. |
| Wagner, C. Corwith | Prudential Life Ins. Co. | | 500 Chemical Bldg. |
| Wagner, E. W. | E. W. Wagner & Co. | Grain | 99 Bd. of Trade, Chicago |
| Wagoner, Geo. C. R. | Wagoner Undertaking Co. | | 3621 Olive st. |
| Wagoner, Harry E. | | | 3621 Olive st. |
| Wahl, J. B. | John Wahl Com. Co. | | Pierce Bldg. |
| Wahl, Edwin L. | John Wahl Com. Co. | | Pierce Bldg. |
| Waldeck, Jacob C. C. | Waldeck Pkg' Co. | | Montrose and LaSalle st. |
| Walker, Robert N. | Kehlror Flour Mill Co. | | 401 Cham. of Com. |
| Walker, W. C. | | Real Estate | 506 Bk. of Com. Bldg. |
| Wall, Nicholas R. | N. R. Wall & E. T. Campbell Agency Co. | | 104 N. 4th st. |
| Wallace, Mahlon B. | Samuel Cupples W. W. Co. | | 401 S. Seventh st. |
| Wallace, Fred. L. | Security W. H. & Elev. Co., Manager | | 308 Cham. of Com. |
| Walsh, Julius S. | Miss. Valley Trust Co. | President | 201 N. Fourth st. |
| Walsh, Edward J. | Mississippi Glass Co. | | 4070 N. Main st. |
| Walke, Louis Alvin | Wm. Walke & Co. | Soap | E. Grand ave. and 2nd st. |
| Walke, Louis H. | Wm. Walke & Co. | Soap | E. Grand ave. and 2nd st. |
| Wangler, Joseph F. | | Deceased | |
| Wangler, Joseph A. | J. F. Wangler B. & S. W. Co., Secretary | | 1547 N. Ninth st. |
| Ward, W. E. | Harper & Ward, | Grain Commission, | |
| | | 307 Fleming Bldg., Des Moines, Ia. | |
| Ware, J. H. | Ware & Leland, | Com. | 160 W. Jackson boulv., Chicago |
| Warterfield, W. M. | Neil & Shafner Grain Co. | | Nashville, Tenn. |
| Wasserfall, O. J. | Fox, Bushfield & Co. | | 646 Pierce Bldg. |
| Washburn, John | Washburn, Crosby Co., | | Minneapolis, Minn. |
| Washer, S. R. | The S. R. Washer Grain Co., | | Atchison, Kas. |
| Wasson, H. D. | | Broker | Cham. of Com. |
| Waterworth, Jas. A. | | Insurance | 1330 Pierce Bldg. |
| Watson, Henry P. | Watson & Co., Broker. | | 420 C. of C., Minneapolis, Minn. |
| Watson, John H. | St. Louis Grain Clearing Co. | | 312 Cham. of Com. |
| Watts, T. G. | T. G. Watts & Son, | Real Estate | Leathe Bldg. |
| Weller, Charles G. | J. H. Tensdale Com. Co. | | 103 Cham. of Com. |
| Weinberg, Frank. | J. E. Bennett & Co. | | 211 Cham. of Com. |
| Weissenborn, S. A. | S. A. Weissenborn & Son, Coal. | | 313 Olive st. |
| Weissman, Sam'l. | Priwer Feed Co., | Hay and Grain, | |
| | | 1501 Missouri ave., East St. Louis | |
| Wells, Rolla. | | | 306 LaSalle Bldg. |
| Wenneker, Chas. F. | Blanke-Wenneker Candy Co. | | 608 Market st. |
| Wenz, Charles A. | Hunter-Robinson-Wenz | Milling Co. | 921 Pierce Bldg. |
| Werner, Percy | | Attorney at Law | 720 Rialto Bldg. |
| Werth, G. L. | J. E. Werth & Bro., | Insurance | 102 Cham. of Com. |
| Werthan, Morris | St. Louis Bag & Burlap Co. | | 325 N. Main st. |
| Whitaker, Edwards | Whitaker & Co., | Brokers | 300 N. Fourth st. |
| White, Chas. E. | Fulton Bag & Cotton Mills Co. | | 612 S. Seventh st. |
| White, Edward W. | Central of Ga. Ry. Co., | G. W. A. | 1024 Pierce Bldg. |
| Whitehead, S. A. | Nanson Commission Co. | | 202 Chamber of Commerce. |
| Whitehill, Thomas H. | Citizens' Ins. Co., | Insurance | 815 Pierce Bldg. |
| Whitelaw, Oscar L. | Whitelaw Bros., | Paints and Oils | 409 N. Second st. |
| Whittemore, F. C. | F. Churchill Whittemore Co., | Insurance | 120 N. Fourth st. |
| Wiedmer, John | Springfield Filler Co. | | 630 Pierce Bldg. |
| Wiener, I. M. | | | 208 Wainwright Building. |
| Wiener, Adolph | | | Wainwright Building. |
| Wildor, C. A. | Wildor & Shotwell, | Grain | Laddonia, Mo. |
| Wilson, Allan B. | Jones Grain Co. | | Nebraska City, Neb. |
| Wilson, Chas. A. | Barron & Wilson, | Grain Samplers | 120 Cham. of Com. |
| Wise, Henry M. | Jones-Wise Com. Co., | Grain and Hay | 515 Cham. of Com. |
| Witte, Otto H. | Witte Hardware Co. | | 704 N. Third st. |
| Wittich, Geo. F. R. | John C. Roever Feed & Mfg. Co., | | |
| | | Hay and Grain, 5601 Natural Bridge road | |
| Woelfe, Matt. | Baur Flour Co., | V. P. | 807 N. Second st. |
| Wolf, Wm. G. | Picker & Beardsley, | Commission | 118 N. Main st. |
| Woodlock, Frank D. | | Commission | 314 Cham. of Com. |
| Woods, W. K. | Ralston Purina Co., | | Eighth and Gratiot sts. |

| Name. | Firm. | Business. | Location. |
|-----------------------|-----------------------------------|----------------------|--------------------|
| Woodward, C. M..... | Western Grain Co., | Grain, | |
| | | 657 Gibraltar Bldg., | Kansas City, Mo. |
| Woodworth, E. S.... | E. S. Woodworth & Co., | Commission..... | Minneapolis, Minn. |
| Wooldridge, O. J.... | Fuller-Wooldridge Com. Co., | Grain..... | 304 Cham. of Com. |
| Wrape, Henry..... | American Carbon & Battery Co..... | | 509 Olive st. |
| Wright, C. L..... | W. H. Wright Gr. Co. | | 1748 Pierce Bldg. |
| Wright, J. H., Jr.... | Nebraska-Iowa Grain Co., | Grain, | |
| | | 764 Brandeis Bldg., | Omaha, Neb. |
| Wright, J. L. | | Grain..... | 1748 Pierce Bldg. |
| Wunderlich, Chas..... | Chas. Wunderlich | Cooperage Co..... | 2210 N. Ninth st. |

| | | | |
|----------------------|-------------------------------------|------------------|------------------------|
| Young, Albert B..... | Bemis Bros. Bag Co. | | Fourth and Poplar sts. |
| Young, D. W..... | | Real Estate..... | 4559a Garfield ave. |
| Young, F. N..... | Mound City Elevator & Grain Co..... | | Second and Branch sts. |
| Young, H. T..... | Erie Despatch, Agent..... | | 423 Pierce Bldg. |

| | | | |
|---------------------------|------------------------------------|-------------------|--------------------|
| Zenk, Philip John..... | Wermeler & Zenk, | 108 Missouri av., | E. St. Louis, Ill. |
| Zerse, Hiram O..... | B. H. Lang & Co., | Commission.... | 504 Cham. of Com. |
| Ziebold, Geo. W..... | Waterloo Milling Co. | | Waterloo, Ills. |
| Zimmermann, Phil. L. | P. L. Zimmermann Co., | Brokerage..... | 115 Cham. of Com. |
| Zingre, Albert J.... | Independent Grain & Lumber Co..... | | Mason City, Ia. |
| Zirnheld, E. J..... | Zirnheld Flour Co. | | 1432 N. Broadway |
| Zirnheld, Joseph..... | Zirnheld Flour Co. | | 1432 N. Broadway |

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